

TIMELINE OF MOTOR CYCLING

Volume Three

1910 - 1914



**Compiled & edited by Dave
Richmond**

Compiled, edited and written by Dave Richmond
motorcycletimeline.com

PDF edited and published by ozebook.com 2024
Murray Barnard
Perth, Australia

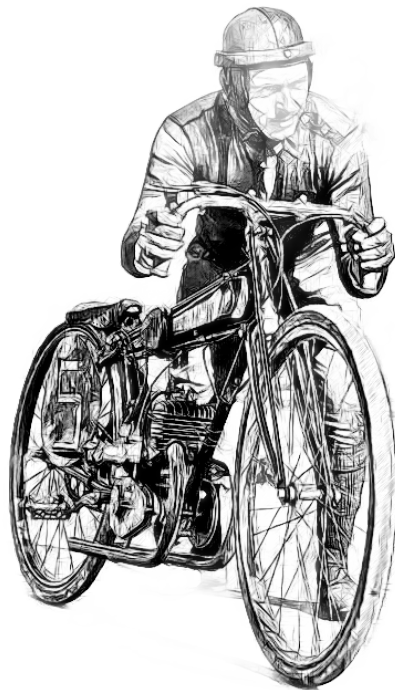
Copyright © Dave Richmond 2024

All rights reserved. Without limiting the rights under copyright reserved above, no part of this publication may be reproduced, stored in or introduced into a retrieval system, or transmitted, in any form or by any means (electronic, mechanical, photocopying, recording or otherwise) without the prior written permission of the author of this book.

TIMELINE OF MOTORCYCLING

Volume Three

1910 - 1914



Compiled by Dave Richmond

Copyright 2024

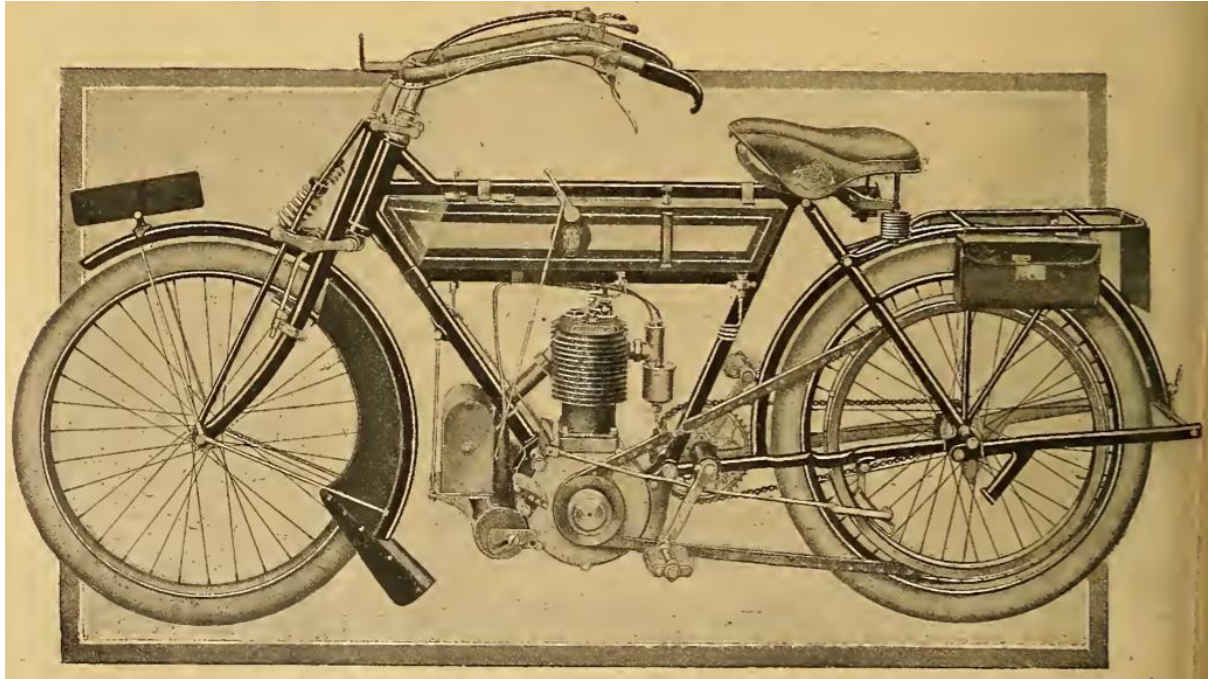
motorcyclimeline.com

1910



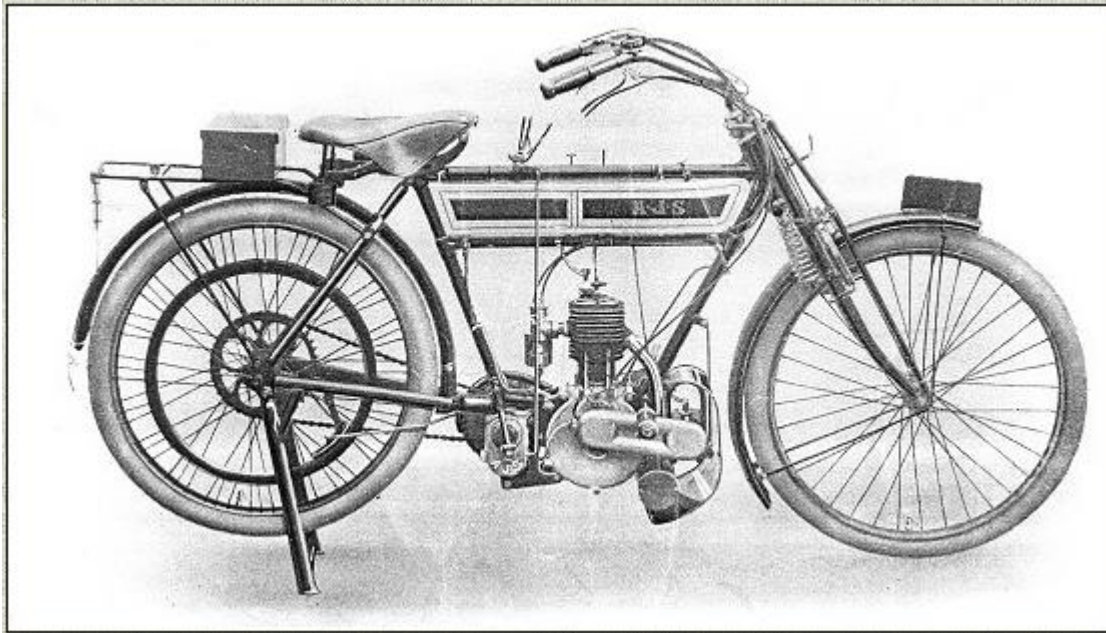
THE FIRST COMPLETE BSA motorcycle was the highlight of a lunch held at the Small Heath Works on Wednesday 19 October. It made its public debut at the first Olympia show devoted exclusively to motor cycles (393 of them, breaking the previous record, of 375, set at the 1903 Stanley Show. Nearly 60% of the bikes had pedalling gear, 337 had belt drive, 277 were singles. They were examined by 80,000 enthusiasts). According to the show report: "There is no radical departure in the design, for the new BSA is a 3½hp belt-driven model with 85x88mm (499cc) engine, and the aim of the designers has obviously been to adopt well-tried principles. The frame is low and, well designed, the different parts neatly distributed, and the tout ensemble presents a pleasing and workmanlike appearance. We have had the pleasure of a brief spin on the new BSA, and what impressed us more than anything else was the flexibility of the engine: it is possible to control the machine at a slow walking pace, thanks to the exceptionally heavy flywheels. The engine is very silent with the cut-out closed, and the engine is readily responsive to the throttle. The low frame, long handle-bars, and convenient position of the footrests prove that the rider's comfort has been well studied; in fact, we felt quite at home on the machine

from the very first. In grease the machine was proved to be very stable with rubber-studded tyres, and the hand-applied front rim brake and foot operated belt rim brake left nothing to be desired in the way of braking power. There will be two models of BSA machines. One, the ordinary standard direct-driven machine as we have just described, whilst the other will have a free-engine clutch embodied in the rear hub. It goes without saying that the BSA motor cycle is beautifully finished throughout." Yours for fifty quid, or £56.10s with the clutch.

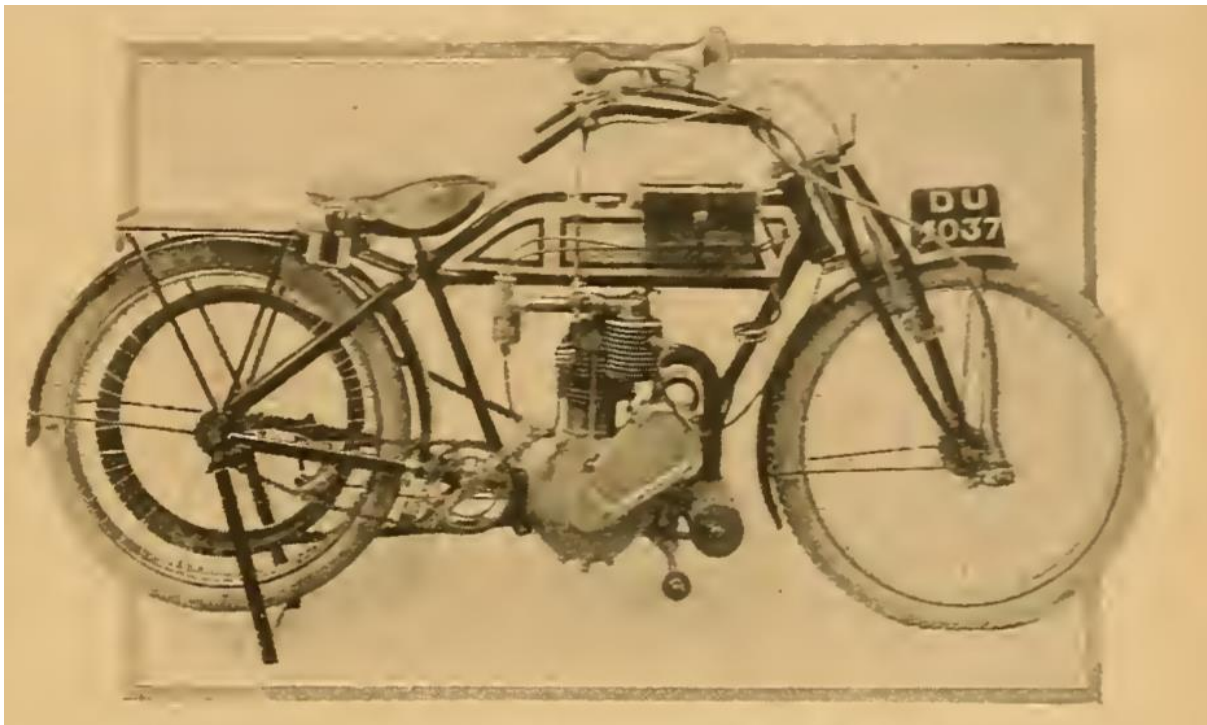


BSA's first motor cycle wasn't revolutionary but it was well thought out and solidly built.

OTHER DEBUTANTES AT OLYMPIA included AJS AND RUDGE. AJS showed a $2\frac{1}{2}$ hp 298cc sv single-speeder with belt drive (the capacity met the new Junior TT limit of 300cc). For riders with deeper pockets it could be supplied with a clutch, two-speed gearbox and chain drive. The Stevens boys also showed a prototype $3\frac{1}{2}$ hp V-twin. Rudge Whitworth with a 499cc ioe single. *The Motor Cycle* reported: "We had an opportunity early this week of a trial of a few miles on the new Rudge-Whitworth motor bicycle. As far as the engine is concerned, it is not the actual type which will be eventually marketed, but the broad design will remain the same. The spring fork is a neat construction of oval tubing, the spring portion being connected to the steering column by means of parallel joints. One coil spring only is used, and that is enclosed in a tube. The frame is exceptionally low, and the riding position we found to be very comfortable; the spring fork also absorbed all road shocks, and in the short distance ridden was most satisfactory. The stand is operated by a spring; when the machine is wheeled forward it assumes its normal position, being held in place by the tension of the spring. The engine has a cubical capacity of 499cc...The valves are located in front, the inlet being of the overhead mechanically operated type...The management and staff of the Rudge-Whitworth Co are to be congratulated on the smartness with which their motor bicycle has been designed and built, as the drawings, patterns, and building of the machine have only occupied one month from the time it was put in hand."



The first Ajays on the market were the single-speed belt-driven Model A and (pictured) the Model B with a two-speed box and chain drive.



Birth of a sporting breed: The 499cc IOE Rudge.

THE NEW YORK show featured 89 models: 56 singles, 31 twins and two fours. Automatic inlet valves still outnumbered mechanical by 51:38; 48 had magnetos, 26 relied on batteries and 15 came with an option. And belts outnumbered chains at 63:22, with four shafties.

THE FIRST SUPERCHARGED engine was developed by the Murray-Willat Company and built by the American Motors and Aviation Company. The 2.4lit six-pot two-stroke rotary developed 30hp.

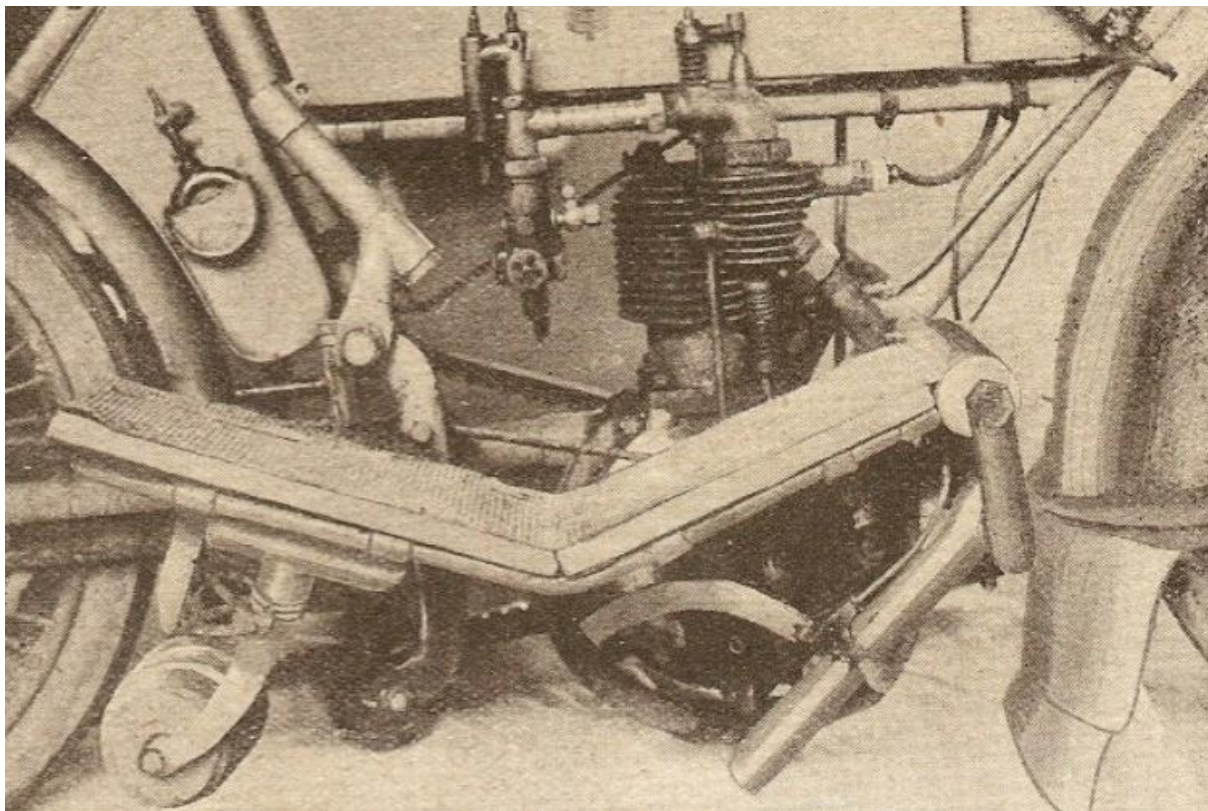
THE SENIOR TT limit stayed at 500cc for singles but was cut from 750 to 670cc for twins, whose ever increasing speeds concerned the organisers. Matchless duly modified their twins and Charlie Collier led brother Harry home at an average speed of 50.63mph ahead of Billy Creeyton's Triumph one-lunger. Harry Bowen set a lap record of 53.15mph on his BAT twin before crashing on wooden banking installed that year at Ballacraigne to protect riders from a jagged wall. No doubt he appreciated the irony. *There's a full report of what happened, including bikes and riders in flames, crashes, comments and a cocky farmer who tried to delay the start in the 1910 Features section.*

THE FIRST DRIVE-IN petrol station with island pumps opened in Detroit; the Los Angeles Police Department put eight motorcycle cops on the street.



You couldn't skid with a Barsby!

“Several correspondents recently have mentioned the desirability of having means to enable the rider to keep the machine upright without the necessity of putting one’s feet in the mud. Barsby’s Patent Safety Footboards achieve this, and considerably more, as, if combined with a clutch, this device enables a motorcycle to be driven anywhere and under any condition of road or weather, exactly like a motorcar. It is so arranged that when the right footboard is depressed, the clutch is withdrawn, and the machine can remain stationery with the engine still running. By a particular adjustment of the clutch lever, it can be left so that when the footboard is down, the clutch is not quite free, but is acting as a slight brake on the engine to prevent it racing. The device also makes a very good stand. When the rider stops, he can engage two catches, which keep the boards down and allow the rider to dismount and leave the machine upright. Handle starting from the bottom bracket is provided for, and the device can be fitted by anyone to any machine, as there are only two clips to fix. Absolute immunity from sideslip under any conditions is claimed by the inventor, Mr W Barsby, 6 Cecil Court, Charing Cross Road, WC. The machine has been ridden on the London streets for the past 12 months, with full satisfaction. It is fully patented, will shortly be on the market and meanwhile can be inspected at the above address by any of the readers of *Motor Cycling*.”

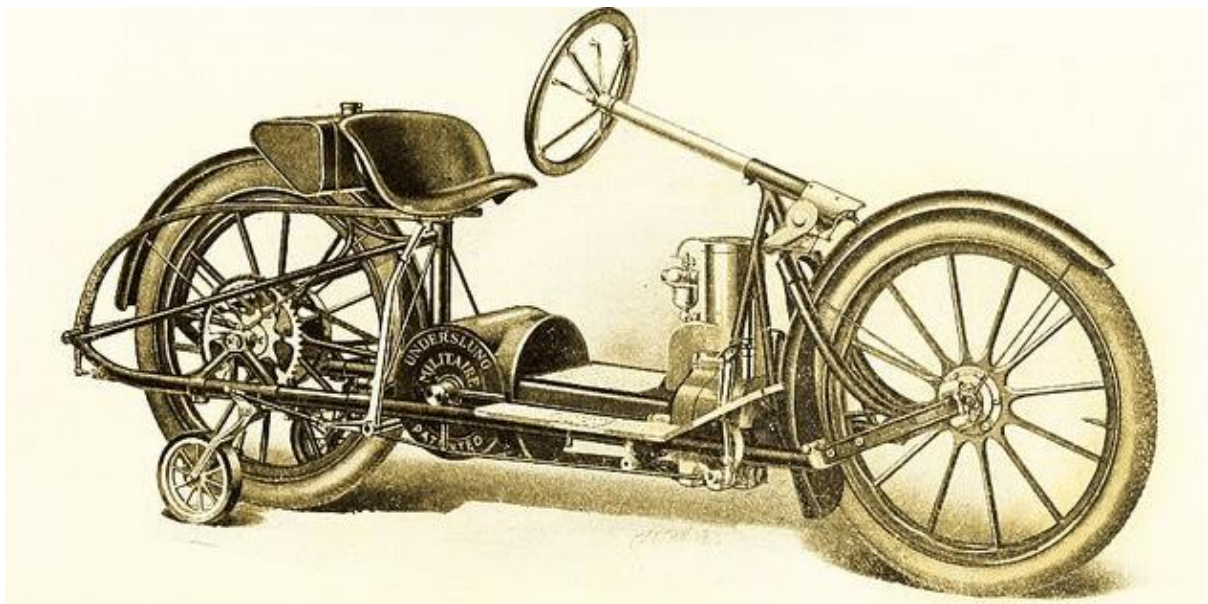


Barsby’s stabilisers were controlled by the footboard.

“THE JACK NO-SKID, 27s 6d from W Hayes of 44 Ball’s Pond Rd, London N, is claimed to absolutely prevent sideslip. It comprises two small wheels each side of the driving wheel which can be put in and out of engagement with the road by means of a Bowden wire. It is claimed to take less than 5min to fit and also works as a stand.”

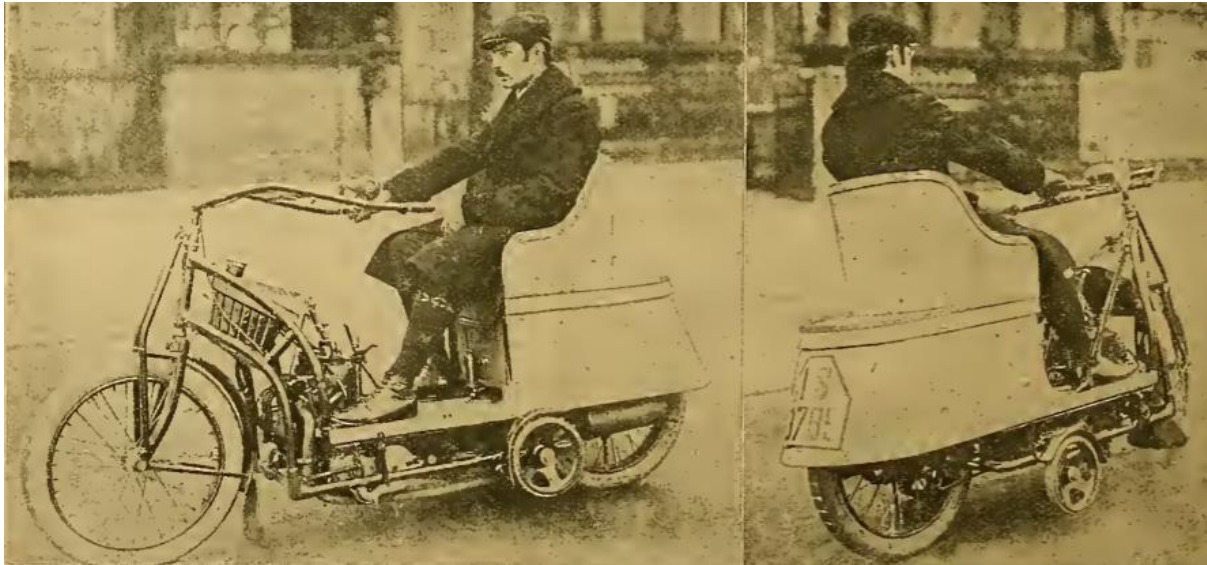
A GROWING NUMBER of manufacturers offered ‘free engine’ clutches in the rear hub, wheel pulley or engine shaft. As well as allowing the rider to sit in traffic with the engine running this was a step towards the use of countershaft gearboxes.

THE MILITAIRE, described by the Blue 'Un as "an American novelty" was an interesting attempt at a two-wheeled car. Its manufacturers claimed that, after two years' development, it was "five years ahead of the motor cycle world, from every point of view." Noteworthy features included hub-centre steering; coil springs up front and quarter-elliptic springing at the rear; wooden-spoked artillery wheels; 'idler wheels' controlled by the lever next to the seat; and "friction drive", which was said to give a range of gearing, from 30 to 1 on low to 3 to 1 on high, with 10 to 1 in reverse. The 480cc single-cylinder air-cooled engine was encased in a polished casing which was open at the top. Air was drawn down by "a highly developed sirocco blower in the flywheel"; the cooling system was claimed to be "equally efficient with the machine travelling or standing". Later models came with handlebars and a 1,306cc ohv four-pot lump. The Militaire was in production for six years by no less than eight companies though fewer than 200 were completed.



The Militaire was a brave, but not unique, attempt at building a two-wheeled car.

AN ACCESSORY manufacturer who had spent some time in America reported: "Barring the Indian, which is easily the most popular mount in the States, they are, frankly speaking, a disappointing lot—very much where English machines were four or five years ago. Gaudy coloured enamels and ungainly tank and frame outlines are, of course, mere matters of taste, but both in constructional details and general specification they are as a class vastly inferior to British types. Luggage carriers are conspicuous by their absence, perhaps owing to the small amount of genuine touring work possible in most localities. Very often no stand is provided, and some of the few stands I saw were worse than useless. No attempt is made to shield the rider from bad weather; even a front mudflap seldom figures on a standard mount. The engine is often attached by a light, flimsy clip, and in particular the steering heads are often short and not set nt the best steering angle. The carburetter is fitted anywhere—on some machines it is in front of the cylinder, where it gets frozen itself and screens the engine; on others it is at the back, coupled up by a long meandering pipe. The control is almost universally by twisting grips with rod or linkshaft connections, and struck me as considerably inferior to our flexible wires. Of course, the majority of American makers have never had to cater for reliability in the same sense that our makers regard it, for most of their customers only use their

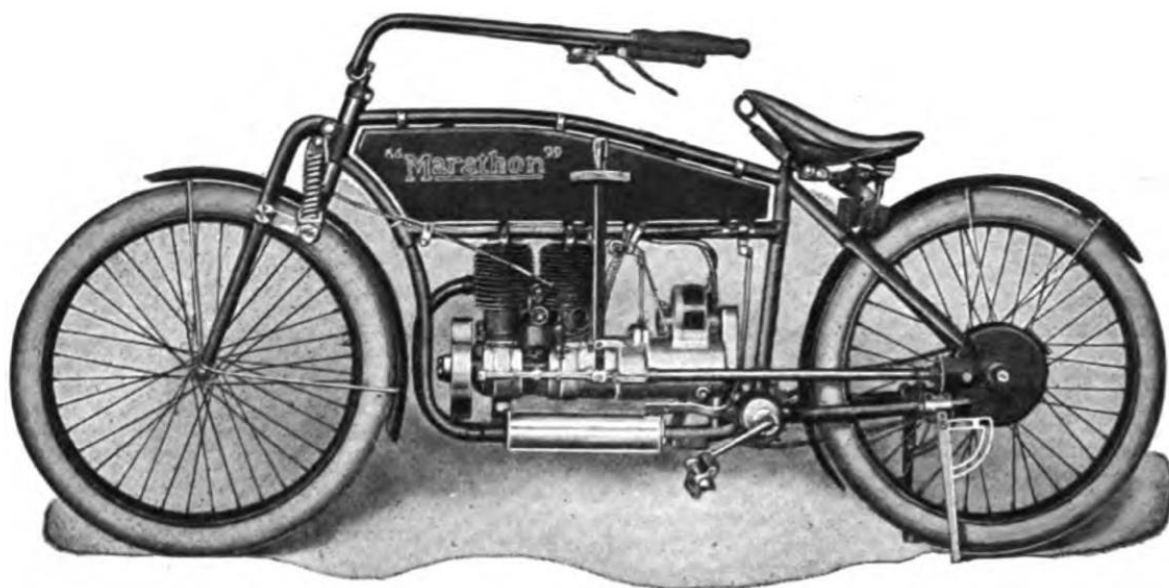


The Militaire wasn't the only 'two-wheeled car' with stabilisers. The Blue 'Un reported: "The above peculiar design of motor cycle has recently been undergoing tests on the Mollmannschen Track, Potsdam. On each side there is an auxiliary rubber-tyred wheel which can be raised or lowered to add to the stability of the machine when going slowly or at rest on the lines of the Clissold anti-skid device." It was powered by a water-cooled V-twin and was said to be doing 38mph when this snap was taken.

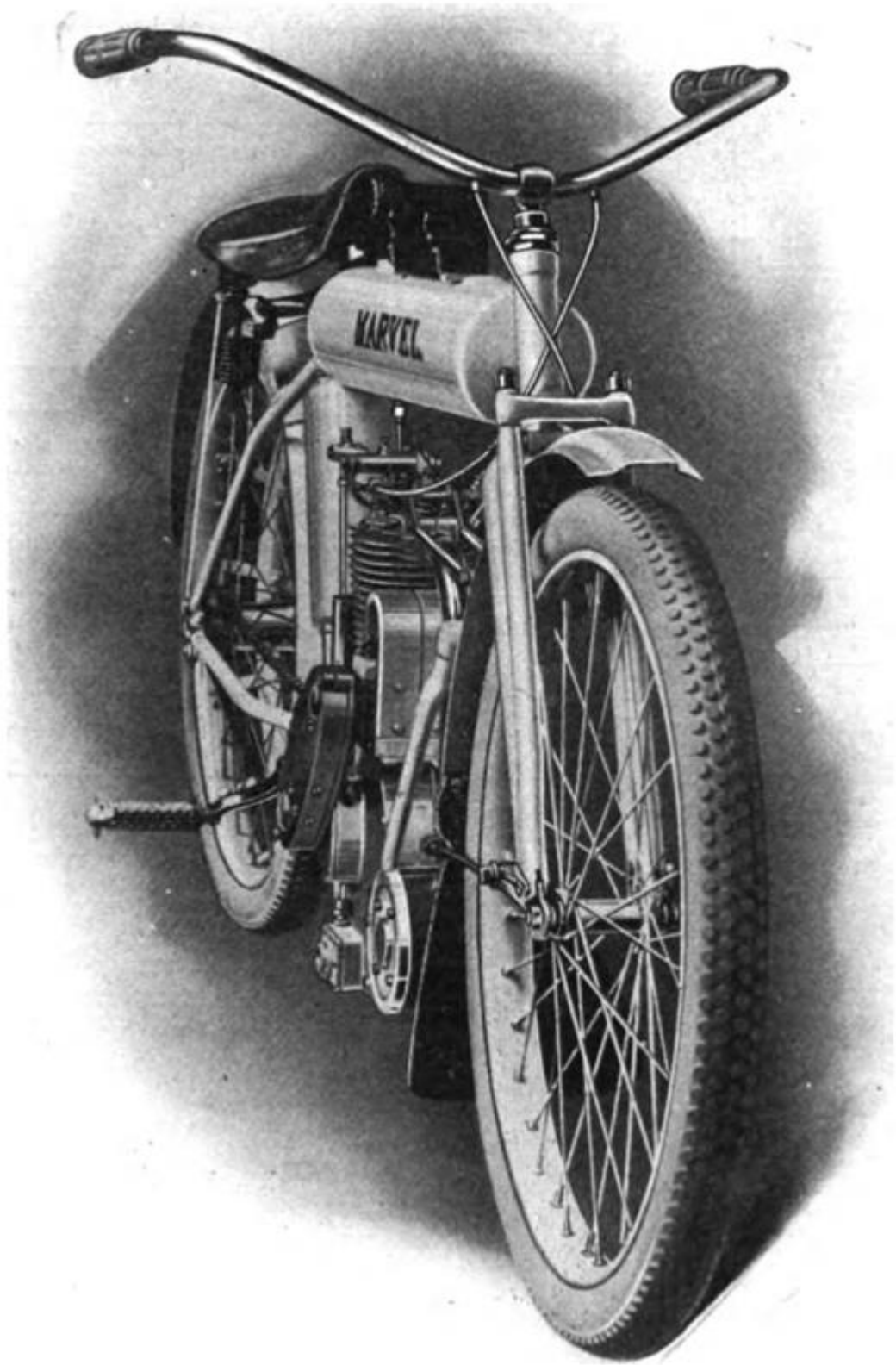
machines for short excursions to suburban resorts. They are catching up fast, and in two or three years will most probably be as good as ours. Several makers have bought samples of our best machines, and are copying their strong points. I found many makers quite candid in admitting that we were streets ahead of them." But he added: "The American riders are obviously very fine riders, for, in spite of being so handicapped by the majority of their machines, they put up startling performances on the racing track, and the percentage of non-stops in their reliability trials is exceedingly good." Earle Ovington of the Federation of American Motorcyclists mounted a vigorous refutation on all fronts; with reference to reliability trials, he accepted that American trials were



generally shorter but added: "As far as strenuous riding is concerned I do not think British riders really know what it is. On our endurance runs we often strike sand six or eight inches deep for many miles at a time, hills several miles in length with a very rough road surface, and it is not at all unusual for a motor cyclist to be thrown violently from his machine by being forced to ride over a rock larger than his head." The US magazine *Motorcycle Illustrated* was clearly not impressed: "We were stupified...Was there anything uncomplimentary that he had left unsaid? He regarded with a feeling akin to scorn everything appertaining to the manufacture of motorcycles in this country." But *Motorcycle Illustrated* gleefully added: "Only a few months after that stinging broadside had been banged off the typewriter, an American machine has obtained the highest percentage in the ACU Quarterly Trial. That machine had already demonstrated its possession of speed, but your hard-headed subject of King Edward persisted in scouting the very idea of its proving itsef reliable...their claims of all-round superiority are much too amusing to be at all intolerable."



The US-made Marathon had an inline twin two-stroke lump, two speeds and shaft drive.

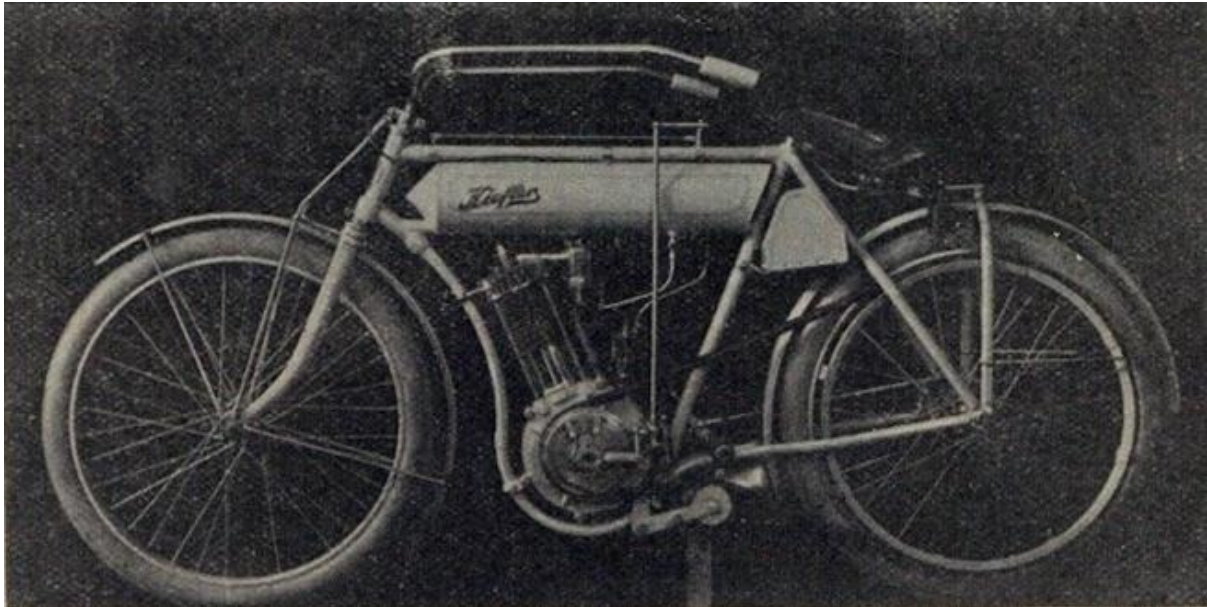


The

Marvel was powered by an ohv 5hp Curtis lump.

FROM THE AMERICAN *Cycle and Automobile Trade Journal*: "The Kiefler motorcycle, which is bunt by the Kiefler Motor Works, 184-13 Broadway, Buffalo, NY, Is made only in single cylinder type. The motor to rated at 5hp and is of the slow speed type. The cooling flanges are cut from

the solid, making it possible to secure very thin and deep flanges. The intake valve is automatic and is mounted directly over the exhaust valve. Lubrication is automatic through sight feed cup...Gasoline and oil are carried in a double compartment torpedo tank which is mounted between the truss tubes. The tank holds 1½ gallons gasoline and 3 pints oil. The wheel base is 53in, 28×2½in. tires are fitted. The two-speed gear gives a ratio of 4 to 1 on high speed and 9 to 1 on low...Motor can be started with crank...The clutch is operated by a lever on top of the gasoline tank."



"The 'Kiefler' 5hp Single Cylinder Motorcycle...drive by chain belt."

LIKE BIRMINGHAM Small Arms, Miyata Small Arms went into the bike business, developing a flat twin for the Tokyo Metropolitan Police. It flopped, so Miyata copied a 3½hp Triumph engine and supplied the cops with 16 bikes dubbed Asahi (Morning Sun). A high retail price put off civilian customers.

FRANCE WAS becoming addicted to lightweights such as Terrot's 'motorette' featuring split-pulley variable transmission.



The smartly turned out rider of this Terrot Type 1 should have attended to that rear tyre.



Fred Huyck

and Charlie Jenkins on a 'double' Indian. They were dubbed the Chicago Twins for their Indian-riding exploits on Chicago's Hawthorne track. Fred claimed a world record of 90.91mph.

BEATRICE LANGSTON, Mabel Hardee and Muriel Hind were among plucky gels making a name for themselves in trials.

THE LONDON-based Silvertown Rubber Company added carbon black to white rubber to make more durable tyres.

A \$10 TAX IN Chicago elicited a no-holds-barred editorial in the US *Motorcyclist Illustrated*: “This is another example of modern piracy. In the old days, a freebooter who wanted to live without industry applied to Captain Kidd or enlisted under the banner of Robin Hood, Dick Turpin, or some other merry cutthroat. Now they simply go into public life and become aldermen... The Chicago riders and trade have banded together and engaged a lawyer to reopen this matter. This tax is simply outrageous...”

THE ACU’s TOURING Department began to register approved ‘motor cycle repairers’ throughout the country for the benefit of touring motor cyclists in need of help. More than 90 applied within the first week.

THE LAW ALLOWED motor vehicle owners to ‘licence’ their vehicles in the county of their choice. Some riders were taxing their bikes outside their home counties to protest against persecution by local courts and poor road maintenance.

LONDON-BASED Standard Alloys came up with an aluminium solder for home use. *The Motor Cycle* reported: “Readers will be interested to know that on the occasion of the AL solder being demonstrated at these offices one of our staff made a very fair job of soldering two pieces of aluminium together at the first attempt...We were shown two pieces of aluminium tube joined together end to end so strongly that a powerful man could not separate them.”

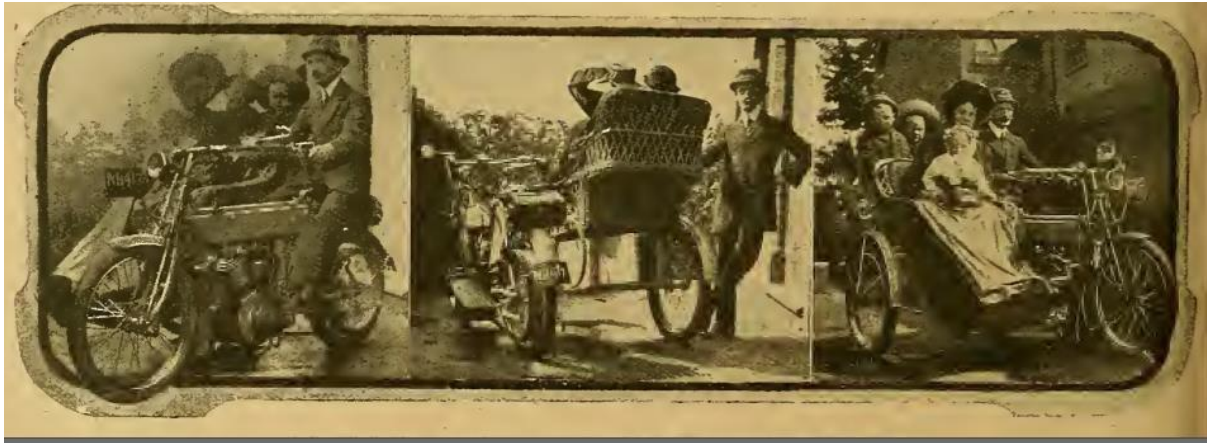


Alfred Scott's

creation had, for its time, a short-stroke engine.

THESE WERE technical times. *The Motor Cycle* published a feature by James Norton in favour of long-stroke engines. Alfred Scott refuted this view with four pages of technical argument supported by graphs, diagrams and equations. ‘Pa Norton’ cheerfully waded in with another two-page disquisition of his own, concluding: “I have now dealt with the principal points of Mr Scott’s criticism, and shown that his arguments are not favourable to the short-stroke engine, but really serve to strengthen my original case for the long stroke.” Cue Mr Scott’s return salvo: another two pages of closely argued technicalities in support of short-stroke two-strokes.

MOST ‘PASSENGER’ motor cycles carried two people; family man A Powell of West Bridgford, Notts needed to carry five. He had a Chater-Lea Number 6 frame with an 8hp MOIV JAP twin, handlebar controls, automatic lubricator, JAP free-engine clutch, handle starter and dual ignition (Bosch magneto and Fuller’s battery/coil). To this he attached a flexible pattern Montgomery sidecar, fitted on the right of the bike, with an extended rear section to take a brace of nippers and a large under-floor luggage box.



Possibly the first combo made for five, powered by an 8hp JAP twin but, surprisingly, lacking a two-speed transmission.

“WE REGRET to have to announce that OC Godfrey, the holder of the single-cylinder hour record, is laid up in a nursing home in Hampstead with a broken leg. The fons et origo mali is not motor cycling, but roller skating—a far more dangerous form of amusement.”

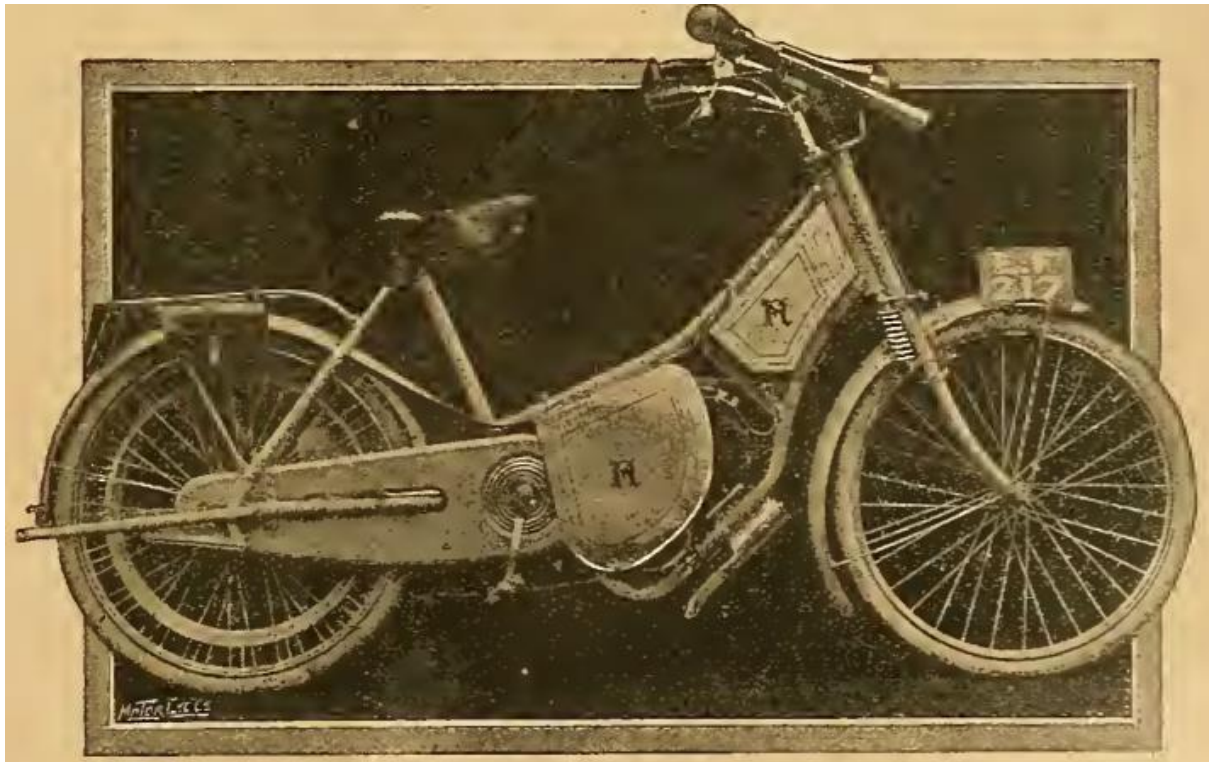
“EDISON’S WONDERFUL storage battery is once again the subject of newspaper comment. It is said that on a recent trial the batteries propelled a tram-car laden with people quite satisfactorily, and the cost was equal to only one halfpenny per mile. We are promised wonderful things in the way of electrically-propelled bicycles if this much talked of battery ever does materialise.”



From the cover of the Green 'Un: "Motorists carry powerful lamps to protect other folks. The pressing need for drovers to exhibit coloured lamps at night is exemplified in this drawing."

NO MORE THAN 100 motor cycles were rolling on Japanese roads, most of them in and near Tokyo (most of the country lacked the infrastructure to make them practicable). Bikes were the preserve of the rich and nobility who could afford the 50% import duty.

A SWISS AUTOMOBILE Club rep told an English tourist: "We use lightweight motor bicycles, the weight of which is not over forty kilogrammes, or power more than 2hp, such as the Moto-Reve and Motosacoche, in all weathers, almost like pedal bicycles. The heavy motor cycle has been almost completely given up in Switzerland as it has been found to be too heavy and unwieldy, apt to skid, dangerous, and costly to maintain."



Moto-Reve came up with a lady's model with all the working parts neatly shielded. The motive power was the standard 1½hp single-cylinder Moto-Reve engine.



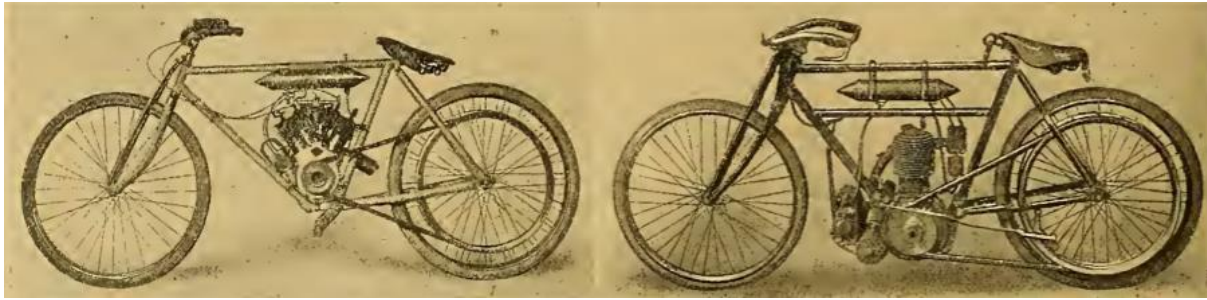
Adeline Van Buren with her

Moto Rêve. We'll meet her again in 1916 when she and her sister Augusta rode their Indians across the USA.

“VARIABLE GEARS of all kinds are slowly but surely increasing in popularity, and as soon as there is a gear which can be fitted to all and sundry existing machines without structural alterations or materially increasing weight and price, then they will be universal, and no motor cycle will be considered complete without one.”

MOTOR CYCLE enthusiasts were spoilt for choice, witness this list of marques available in British dealers (where proprietary engines were fitted they are shown in brackets): AC, Advance, Alldays, Anglian (JAP and De Dion), Ariel, Arno, ASL (Fafnir), Bat (JAP), Bradbury, Brough, Brown, Calthorpe (W&P), Chater-Lea (Chater-Lea and JAP), Clyde (JAP and W&P), Clyno (Stevens), Corah (Corah and JAP), Dene, Dot, Douglas, Eland (JAP), Enfield, FN, Herdtle, Hobart-Bird, Humber, Indian, James, Kerry (Abingdon), Lincoln-Elk, LMC, Matchless (JAP and W&P), Midget Bicar (Fafnir), Minerva, Motosacoche (Dufaux), Moto Reve, Moto Velo (Singer) New Comet (Sarolea), NLG (JAP and Peugeot), Norton (Norton and JAP), NSU, Oakleigh (Peugeot), Omega,

P&M, PMC, Premier, Quadrant, Rex, Roc, Scott, TAC, Torpedo (Fafnir), Triumph, VS (Peugeot and FN), Waverley (JAP), Wanderer, Wilton (Dufaux and JAP), Wolf (Stevens), Zenith.

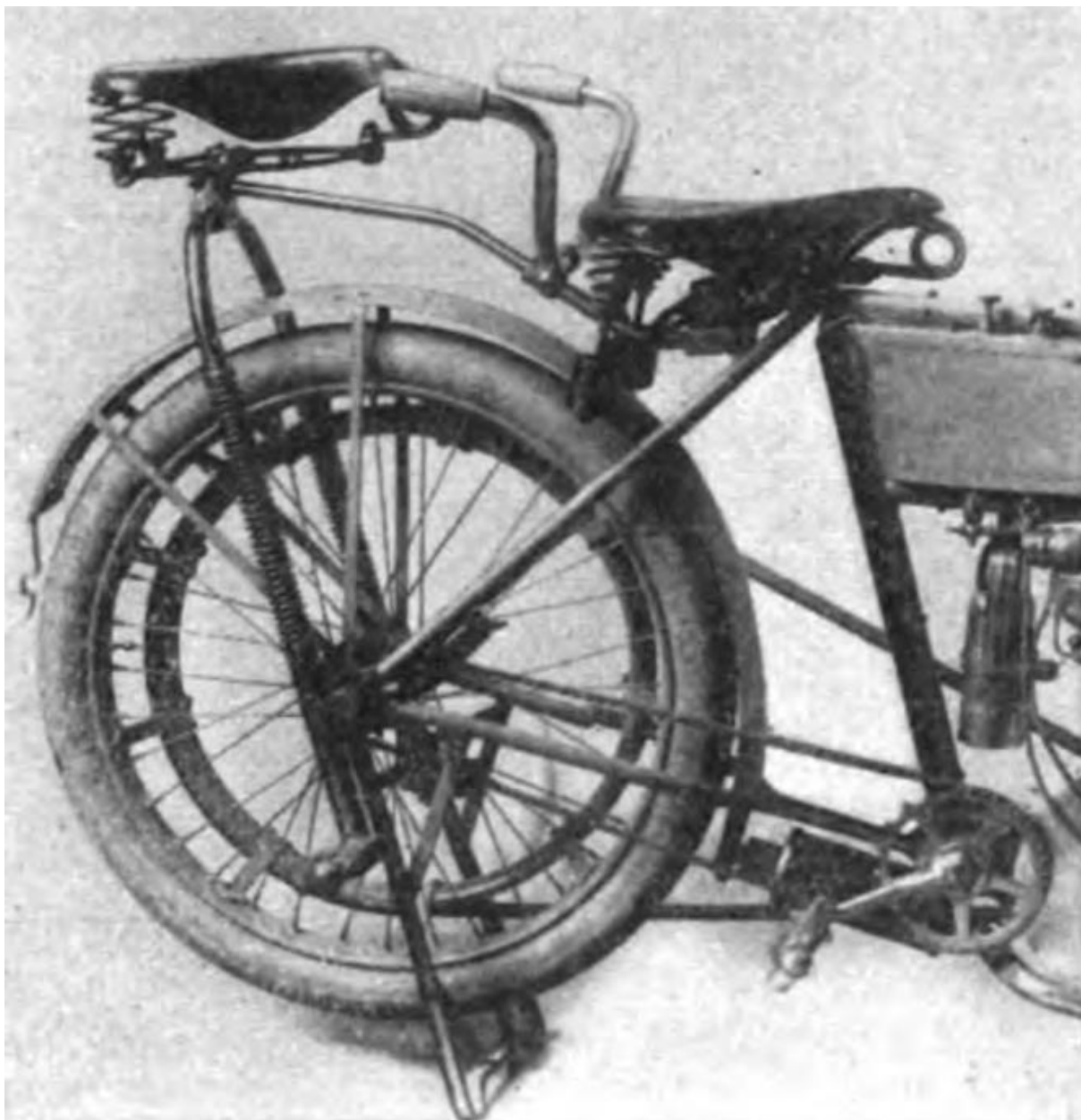


Two popular bikes, a Moto-Reve Lightweight and a TT Triumph, were stripped “of every superfluous part to lessen weight and wind resistance for short distance speed events”. This was said to cut the weight of the standard roadsters by more than 30%.

AN UN-NAMED genius patented a bike propelled by a turbine driven by compressed air, “the initial pressure having been obtained by means of a tyre inflator or other pump”. As well as driving the bike the turbine powered a pair of pumps designed to inject air into the tank. And when the bike was free-wheeling an auxiliary pump geared to the rear wheel forced more air into the tank. Hey presto: perpetual motion!

MAUDES MOTOR Mart prices for some popular models make interesting reading when inflation is allowed for. A TT Model Triumph was £43.15s (£4,860) plus £6 6s (£700) for a free-wheel clutch; 5hp Norton twin, 43 guineas (£5,100); Model C flat-twin Douglas, 36 guineas (£4,200); 3½hp two-speed Humber, £50 (£5,700) and four-pot Wilkinson TAC De Luxe, £73.10 (£8,300).

FC BAGSHAW, a competitor in the 1909 TT, gave a talk to the Harrogate & DMCC in which he advised all motor cyclists who had the time to spare to enter for the event. He considered the 1909 race had proved the superiority of singles, suggesting that “TT machines should not be too lightly built (for preference the weight should be slightly in



The Duck 'tandem attachment' "otherwise known as the motorcycle tonneau", according to the advertising blurb, was described as "an ornament to any motorcycle".

excess of the rider's), that machines should have a short wheelbase, low saddle position, and wide handle-bars, a large petrol tank with big filler cap, automatic lubrication, together with ordinary hand pump, and special care should be taken that the mudguards are firmly fixed". As for protective riding gear, "Mr. Bagshaw pinned his faith to good warm woollen vests and pants next to the skin, also a woollen shirt, thick socks, strong riding breeches with leggings, a leather waistcoat with sleeves, ordinary cloth coat, and warm thin gloves, a good body belt, strong boots, and a pair of mica goggles". As to fitness: "Personal training should commence at least three months previous to the race, but before commencing a strict medical examination should be first taken. Then should follow a cold plunge first thing in the morning—not, however, to be taken straight out of bed, but rather allow the body to cool a little. Dumb-bell exercise should follow for no more than a quarter of an hour, taking particular care that the breathing is attended to. After breakfast have a short spin, and then attend to the ordinary work of the day. At night another spin, a light meal, exercise for another quarter of an hour, then early to bed. Very little or

no tobacco or intoxicants should be touched; plenty of cold water is recommended, and a hot bath once a week.” He read out a letter from TT winner Harry Collier: “I am of opinion that the race causes more mental strain than physical strain, and that the strain on the rider is greatly exaggerated, and that a course of dumb-bell exercises to tone up the muscles of the arm and wrist and plenty of fast riding, coupled with the rider’s ability to tune up his machine, is really all that is necessary.”

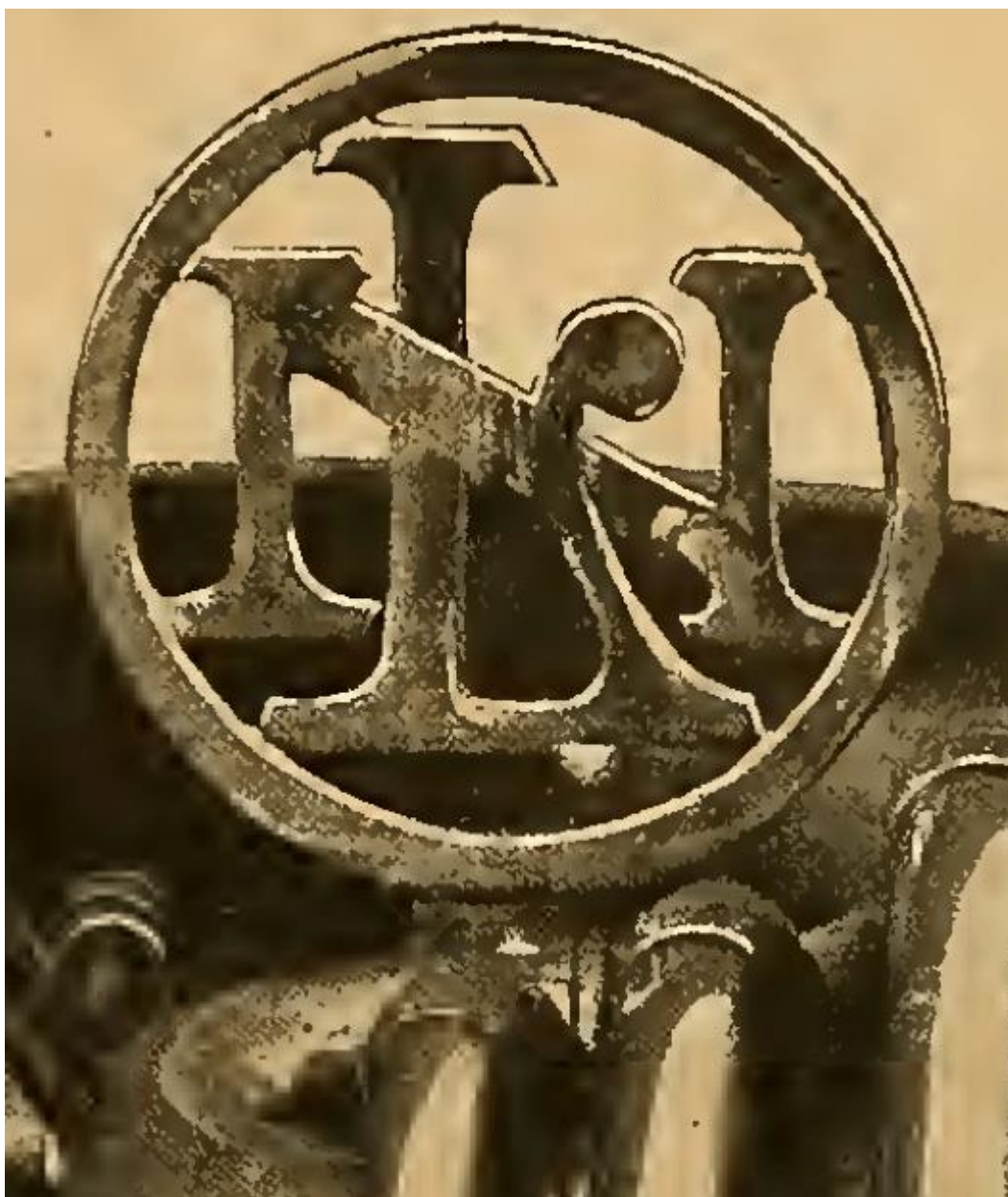
“WITH THE increasing number of multi-cylinder machines in use and the introduction of two-stroke engines, either in twin or single-cylinder form, motor cyclists should endeavour to acquaint the police and others in authority that the sound caused by the exhaust of a high-speed multi-cylinder motor cycle engine, possibly running on the low gear, does not mean that it is travelling at a speed in excess of the legal limit.”

MORE THAN 350 clubmen rode into Richmond, Yorks for the annual meeting of northern clubs. What had started out as a social gathering of northern MCCs evolved into the Northern League, which attracted 21 clubs. The league organised a hillclimb at Staxton,



Northern clubs gathered in Richmond, Yorks for their third annual meeting.

followed by a ‘smoking concert’ in Scarborough presided over by the Leeds MCC secretary. The Sheffield and Hallamshire MCC secretary gave a talk on ‘Some Points in the Theory of Belt Transmission’; there was a lantern-slide show of ‘aviation meetings’ at Doncaster and Blackpool with a few slides of the previous year’s Staxton hillclimb—you can almost hear the riders’ running commentary. Following a prosal by Harrogate, seconded by York, the league elected its first secretary and to meet at York “at an early date, to consider the position of the Northern League in relation to the Auto Cycle



The

Northern League came up with a cool machine badge.

Union". They also laid plans for a 'flying kilometre' contest. The *Yorkshire Evening Press* reported: "One of the amusing features of the afternoon's contest was the appearance of an ACU official, who warned each competitor of the dire results of his participation in the competition [as it was not authorised by the ACU they could be banned from all ACU competitions]. It is said this same official himself defied last year the body which he yesterday represented...The impression among the motor cyclists at Staxton was that if the Auto Cycle Union would ask for a reasonable inclusive sum to hold an inter-club hill-climb, they would be quite ready to recognise the Union as the authority of the sport."

FELIX SCRIVEN of the Bradford MCC wrote to ACU secretary Fred Straight: "Referring to our conversation which took place at Sutton Bank, I herewith beg to make the following suggestion, which I trust you will put before your committee. Having been present at the conference of the Northern League of Motor Cycle Clubs at Richmond, I am of the opinion that some agreement should be come to between the League aforementioned and the ACU. I would suggest that a

conference be convened at which one or more representatives of the ACU should meet the secretaries of the Northern clubs concerned to consider the advisability of the clubs forming the League being affiliated to the ACU for a lump sum, instead of so much per head, on the same lines as the North-Eastern Automobile Association has been admitted. I trust that your committee will see their way favourably to consider the above." Inevitably, the chaps got together to sort things out. "A few members of the ACU Committee and a few of the Northern League met at York on Friday evening last, and had a most agreeable talk on the points affecting the relation between some of the Yorkshire clubs and the Union. It may be safely predicted that the outcome of the meeting at 'a wayside inn' will be for the benefit of the pastime."



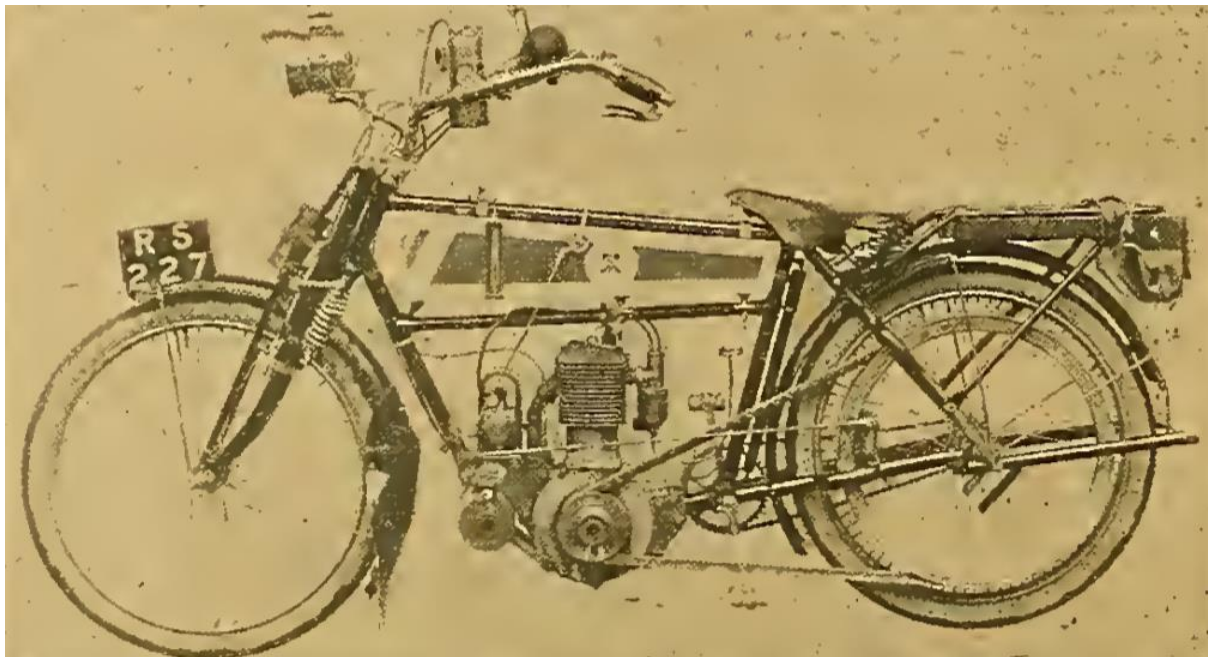
T Anderson of Evesham with his Waverley which, it seems, was a special built for him by FM Lee of Liverpool. It was powered by a 7hp JAP twin and, Mr Anderson claimed, had covered 53,000 miles without a single major repair.

WITH MORE riders flocking to the Auto Cycle League banner Captain C Battine (late 7th Dragoon Guards and 15th Hussars) gave a lecture at RAC HQ on 'The Role of the Motor Cycle in Campaigning'.

"A MOTOR CYCLIST who was recently summoned for exceeding the speed limit put forward the novel defence that the inch-long ash of his cigar was unbroken at the moment at which he was stopped. This circumstantial evidence secured his acquittal."

TWO NEW MACHINES debuted in the ACU trials. The Reg Samson designed by (you guessed it) Reg Samson of Birmingham who also produced a range of accessories. Power came courtesy of a 3½hp 500cc Premier engine which could be removed complete with its carb, mag etc by taking out three bolts. The sloping top frame tube gave a low riding position; other features included brazed rather than bolted frame lugs, a 'clean' handlebar and a large fuel filler fitted with a fuel filter. The other debutante was the Omega, which hailed from Wolverhampton. It was

very much a powered bicycle available with a conventional or open lady's frame; the pedal crank ran through the horizontal engine's hollow crankshaft. Other features included a clutch inside the crankcase and fully enclosed chain.



Reg Samson's 500 single was a sturdy, practical newcomer.

"A PECULIAR accident took place at the level crossing over the Great Northern and Great Eastern Railways at Beckingham the other evening. A clergyman who had ridden his motor cycle from Oldham took the red danger lamp on the closed gates for the tail light of a traction engine, and in turning aside to pass the vehicle, as he thought, he crashed into the closed gates. His machine was wrecked, but he escaped with a severe shaking."

IXION REMARKED: "Most of us can remember when every young cyclist aped the genuine speed men by specifying a pair of ram's horn bars, a short steering head, open-sided sprint tyres and an apology for a saddle. He might not be a speed merchant, but he had to look like one, or pass for an old fogey. Much the same is happening in certain sections of motor cyclists. Long, low, light machines, with very little silencer and lots of hooter are the thing; if you carry a toolbag more than an inch thick you are written down as a potterer and no sportsman, because certain racing jockeys and their track equipment are the models upon which the hero-worshippers of the day mould themselves."

"FANCY THE ACU having to limit the [TT] entries—and 90 machines being the limit—when we can remember what a job the ACC had a few years ago to rake up three motor cyclists with racing machines to fight for old England in the International Cup. Now the cream of the dare-devil amateurs are mustering and tuning for the Isle of Man, and, as for good professional riders, one or two firms would give a great deal to find one unemployed; there is a great dearth of ten stone men with iron nerves, steel wrists, and the gifts of an expert mechanic."



Light the lights... start of the MCC London-Edinburgh trial.

OF 98 SOLOS and 15 combos entered for the MCC's London-Edinburgh trial 88 solos and all the outfits started. "It was a glorious evening; the unsettled weather seemed to have melted a-way, it was not unduly cold, and the night was clear with a slender moon shining in the north-west. As the time for starting drew near, the crowd thickened, and the glow of acetylene lamps lit up the whole locality. Most men used two up-to-date headlights, some one headlight and an electric lamp in reserve...On the stroke of nine,



“George Brough, jun (3½hp

Brough), who won the MCC Challenge Cup in the London-Edinburgh and Back run with a total variation in time of 10min 15sec only.”

Dickson (the captain), on a 5hp Indian, was the first to be sent off. It was an impressive scene—the glare of the lamps, the throng of people on the balconies and at the windows of the surrounding houses, the good-tempered and business-like police, their helmets showing up in the glow of the headlights...One after another at half-minute intervals the men got away, each machine starting with the utmost promptitude—a splendid advertisement of the high pitch of excellence to which the motor cycle has attained. Gwynne went off with three lamps burning brightly. Captain Harkness, on one of the new Enfields, depended on an electric lamp. Many of the men used Crole Rees’s and Bell’s route card holders...The ever-smart appearance of H Roberts’s P&M aroused much admiration, and the start of Captain Sir Robert Arbuthnot evoked an enthusiastic cheer...It was a glorious night; the dry roads seemed to stream ahead in the light of the lamps; every doubtful corner had a man waving the direction with a lamp, and losing one’s way was practically impossible...All along the route, in the ‘wee sma’ hours’ enthusiastic motor cyclists turned up at various places to see the riders pass...Grantham, where an excellent and smartly-served breakfast was ready. It was all splendidly arranged; the men checked in at one entrance of the George Hotel yard, had breakfast, and checked out at the other entrance. In the yard Chater-Lea,



C Duberly and FC North from the Yarmouth MCC on the London-Edinburgh trial. Both rode brand new 3½hp Ariels.

with his 7-9hp Chater-Lea and sidecar fitted with the new Chater-Lea twin mov engine, reported lamp and carburetter troubles; JC Collins (5hp Roc) was trying hard to start his engine without success; P Stevens (3hp Wolf) reported inlet valve trouble in the first ten miles, but said his machine was going well afterwards...On Carter Fell J. Godsall towed a lightweight rider up to the top, and as the latter kept his engine firing they climbed at a splendid speed. On the summit an S.A.C. sign marks that Scotland is reached...Straight ahead the Firth of Forth and the Fifeshire Hills could be seen, and even the Bass rock could be dimly made out. Numerous Edinburgh MCC members met the men at this section of the route. From that point right up to Liberton, the last check, the road was vile, and a terrible ordeal to face at the end of so long a journey. Thus terminated one of the most successful Edinburgh runs ever held...Reliability—Thy Name is Motor Cycle...SC Ferryman (3½hp Ariel) broke his exhaust lifter shortly after starting and had to use his compression tap instead. Stanley Webb (3½hp Triumph) suffered delay through punctures near Darlington, and was so late at the cup check that he resolved to relinquish the idea of competing for that much-coveted trophy. Karslake was troubled with

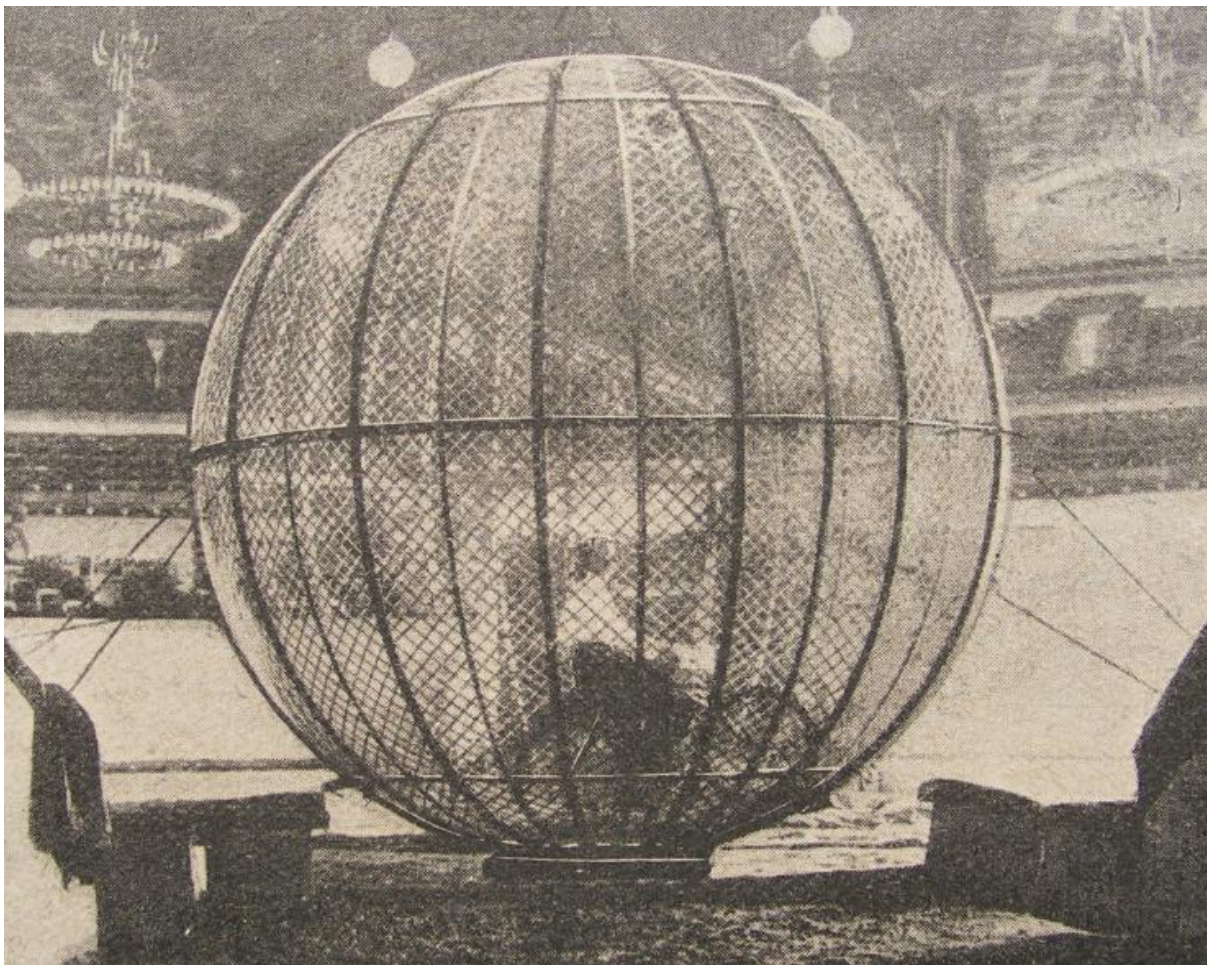


Competitors in the MCC London-Edinburgh trial check their machines outside the Windmill Hotel in York.

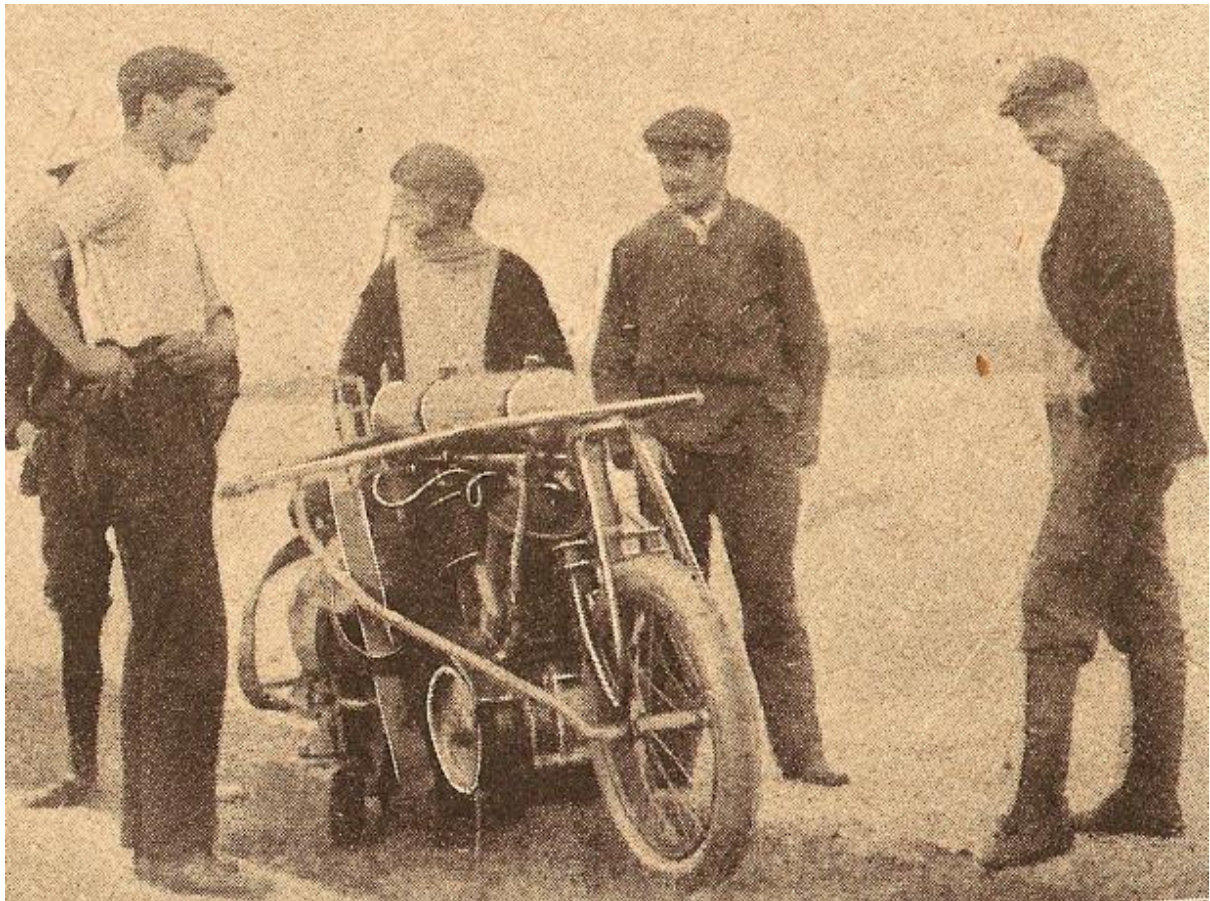
overheating on Carter Fell. Near Jedburgh Williamson, who was driving a smart Rex sidette, the sidecar wheel of which steers in conjunction with the bicycle front wheel, was ditched by two cars but fortunately without suffering serious damage...Four sidecars out of 15 failed to get through, and out of 103 motor cyclists who started only 16 failed to finish. Subject to confirmation by the committee, 75 motor bicycle riders will receive gold medals, and one will receive a silver medal. Of the sidecar riders, eight will receive gold medals, one a silver and the

other a bronze.” George Brough won the MCC’s London-Edinburgh trial aboard one of the 500cc. singles made by his dad. He would win again in 1911/12 to win the Motor Cycling Cup.

TOP OF THE bill at the Empire Theatre, Sheffield was American daredevil Arthur Burr ‘Wizard’ Stone and ‘The Globe of Life—a 16ft steel mesh sphere. Wizard proudly described his mount: “It’s a single-cylinder Indian and I have had it in use for six years. You can bet I know something about motors. Why. I had the first in America – a 2¼hp De Dion-Bouton, used in a tandem frame for pacing. Then I rigged another up, and beat Albert Champion and Henry Fournier, at that time the best men in Europe.” An onlooker described his act: “The motor cycle is put in the globe and before one has time to weigh up the situation Stone, by the aid of a few pushes on the pedals, is careering dangerously at a speed of 30 or 40mph round the halfway mark. Then begins the ascent of the upper half, the speed increasing until he shoots into the very top of the sphere, becoming a whirling flash of confused shape. His head hangs down into the centre of the globe at an almost stationary point, from which legs, body and arms radiate in a circle so small that they seem to cover the entire circumference. Then Stone dashes against the lower side, and rushes up the opposite incline... he makes the mad dash down, up and over again six times in less than six seconds.” Wizard sometimes took his wife as pillion in the globe. He had an eventful flying career too, claiming to have been the third person to fly after Wilbur and Orville Wright before becoming a test pilot (though come to think of it every pilot was a test pilot in 1903), spent some time barnstorming in Australia and New Zealand with his Bleriot monoplane and, in 1911, fell 1,000ft into Lake Michigan.



After cycle pacing and flying what does a chap do for thrills? If you were Wizard Stone you rode upside down on a music hall stage.



'Wizard' Stone, pictured with the pacing machine he'd used in 1901, when high speed was only achievable with a huge engine.

MOTOR CYCLISTS in St Petersburg got together to set up the confusingly named French MCC. Their first run, to Tzarskoi-Selo, included four Wanderers, two FNs, an Adler, a Motosacoche, a Peugeot, an Allright, a Mars and a Triumph. The bikes reflected the international nature of the club, which was formed by students who had come from Western Europe to study in Czarist Russia.



First outing for the French MCC in St Petersburg. The military style uniforms were standard wear for students; club members were English, French and German as well as Russian.



These riders were pictured at Pulkowa. The 4½hp Wanderer (second from the left) won a road race from Moscow to St Petersburg.

IN ITALY THE Unione Sportiva Fiorentina hosted a gruelling hillclimb of 10 miles 440 yards at Pontassieve-Consuma. Bartolini (1½hp Motosacoche) won the 250cc class in 20min 13.4sec; Squilla (2hp Buchet) won the one-third litre class in 21min 35sec; Borgo (3½hp Borgo) won the 500cc class in 16min 3sec.



Meanwhile, an Aussie newspaper reported: “Mr MacBrown at Mount Gambier on a motorcycle built by E Carrison of Port MacDonnell.”

“MR EL OVINGTON (formerly president of the FAM, and at present a member of the FAM Competitions Committee), who is now in this country, claims for Fred Huyck (one of the most successful American riders) the fastest speed ever accomplished on a motor bicycle. When he made his marvellous record of a full mile in 42¾sec, ie, 84½mph, on a 7hp Indian on a three-lap track, Huyck covered the second lap in 13¾sec, equal to a speed of 90.91mph. These figures

have been specially pointed out to us to prove that it is not necessary to have a “freak monster” in order to capture world’s records for a motor bicycle. The same remarks apply to racing motor cars; the vehicle with the biggest engine is not necessarily the fastest.” Jake DeRosier, also on a 7hp Indian, lapped the Los Angeles circular wooden track, covering 50 miles in 39min 13sec and 100 miles in 86min 14sec.



“JS Holroyd

(1¼hp Motosacoche), the hero of the Scottish Six Days Reliability Trials. He was the only rider of a single-gear machine to obtain full marks”

HERO OF THE Scottish Six Days Trial was Motosacoche trade rider JS Holroyd. But the original caption doesn’t tell the whole story; Holroyd had ridden his diminutive 1¼hp Motosacoche with distinction through the ACU Quarterly Trials, two MCC London-Edinburgh-London Trials and the ACU End-to-End Six Day Trial (he won a gold). Holroyd was the only one of the four gold-medallists to ride a single-gear bike, let alone one with so little power. He later commented: ” Any other trial ever held was a mere picnic compared with the Scottish. Quite apart from the frightful hills we have had to get up, the amount of severe gradient thrown in in the ordinary way has been appalling, and when you are up the hills the surface has been so bad and the corners so sharp and so numerous that it has been the hardest thing in the world to catch up schedule time again. I got up most of the ordinary hills in good style, mostly without pedalling, but you could not expect 1¼hp to climb places where two-speeded 5hp machines, ridden by men

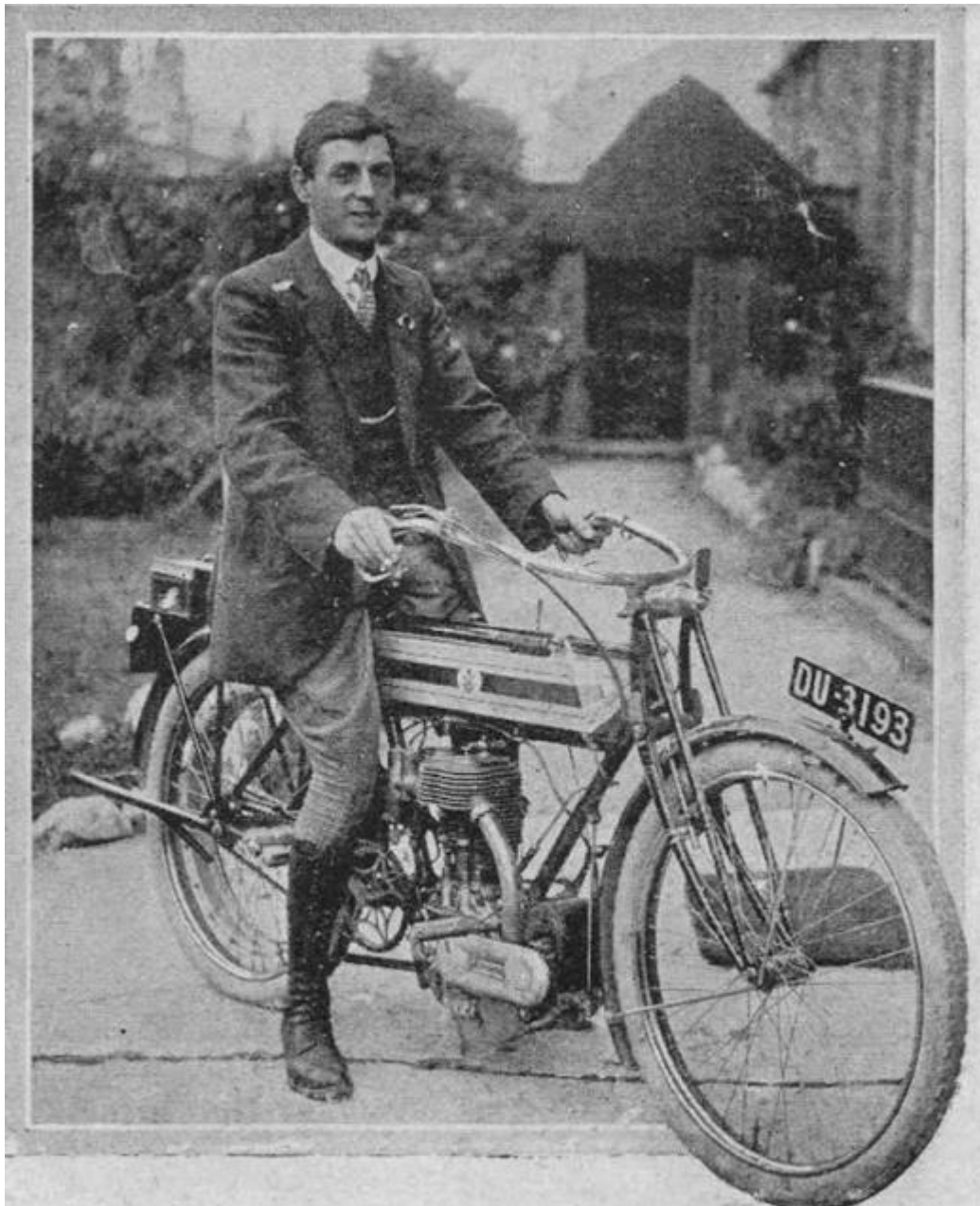
lighter than myself, were sticking every day. As you saw, I make a rule to get up as far as I comfortably can in the saddle. Then, when I am tired of pedalling, I get off and slack back my jockey pulley a trifle, so that the belt slips a little. Then I walk alongside at three or four miles an hour, and the machine helps me a little. Even thus I got up a good deal faster than some of the others.”



Three competitors doing a little pass-storming during the Scottish Six Days Trial (left to right): Bert Yates (3½hp Humber) won a gold, J Slaughter, (3½hp Ariel) won a silver and WW Douglas (2¾hp Douglas) won a gold. The Douglas team won the team prize.

“A SPLENDID ENTRY WAS received for the Bradford Motor Cycle Club’s second annual open hill-climb at Cockshoot Lane, about three miles from Skipton...Cockshoot Lane is by no means an ideal hill. Its severity is undoubted, but it is of too tortuous a nature, and, moreover, too narrow to encourage riders of fast motor cycles to climb it at speed, and no one was surprised that several suffered bad spills.. The chief award in the competition was a handsome silver challenge cup for fastest time, presented by Eric S Myers, a popular member of the club. The practising was marred by an unfortunate accident, which might have proved much more serious than it did. Mr Myers, excellent sportsman that he is, had spent some time tuning up one of his motor bicycles with the idea of lifting his own trophy, and incidentally settling a few good-natured differences with one or two of his trade rivals. But he was doomed to disappointment, for on his very first flight up the hill (everyone who saw him said he was ‘really flying’) the rear tyre burst, pitching Mr Myers over the handle-bars, and he was lucky to get off with a few bruises and a bad shaking...The Bradford club, it may be recalled, was the first organisation to seriously take up the question of standard machines in competition. A committee of scrutineers examined each machine at the weighing scales to ascertain whether it conformed to the regulations...Marshall (Triumph) was first up [in the Standard Pattern Single-Cylinder class] and he created quite a stir, for hitherto the spectators—who, by the way, had persisted in

meandering aimlessly about the road—had only seen low-powered machines...A couple of two-stroke Scotts [in the Standard Touring Twins class] ascended the hill without apparent effort in their usual silky manner...Lord (Rex) caused alarm, but later considerable amusement at the stopping and starting test. He came up to the flag well, judged the stop to a nicety, and, on receiving the word to start, stamped on the low-gear pedal, which caused the front of his machine to rear straight up for all the world like a bucking broncho. Lord exhibited no fears whatever, he coolly kept his place in the saddle and got away in splendid style...[In the Single-cylinder Racers class] Marshall again led the vanguard, and his TT Triumph, though geared 3¾ to 1, showed no perceptible slacking of pace except when the rider was obliged to switch off for the corners. Silencers were optional on racing machines, and Cockcroft, dispensing with his, created a rare din. Hugh Gibson, on his End-to-End sidecar record machine, stripped of all superfluous, parts, did well [see End-to-End feature, 1911]. Some powerful monsters competed in the open class {for any motor bicycle with engine not exceeding 1,000cc} and the spectators wisely allowed extra space at the corners. Moorhouse, the first rider up, again judged the corners nicely, and a moment or two later, another Indian rider, HD Shaw, drove the spectators' hearts into their mouths. He was admittedly miles the fastest of the bunch, and though he switched off and jammed on his brake some yards before the top bend, he could not clear the ditch, and rider and machine parted company, the former rolling over and over, but, to the astonishment of the onlookers, he immediately sprang up and walked to his machine which reposed in the ditch...J Scriven (7hp Rex) wins the Eric S Myers Trophy for fastest time."



Jack

Marshall (3½hp Triumph) won the two single-cylinder classes, for 'standard pattern single-cylinder machines' and 'single-cylinder racing machines not exceeding 500cc'.

THE ANNUAL reliability trial organised by the MCC for *The Motor Cycle* Fifty-guinea Challenge Cup, over a 100-mile course centred on Daventry, attracted a record entry of 18 teams, each comprising five solos and a combo. The Great Yarmouth boys carried imitation bloaters as mascots, the Brummies wore sun bonnets and the Derby & DMCC team "came to the post with large placards on their backs, which were not approved by the officials and were removed". They were reminded that "the competition, although a sporting event, should be treated seriously, and placards of the kind referred to will be discouraged in the future". Which seems a tad sniffy. For the fourth time in six years the Coventry MCC won the cup, with a perfect score. The Northants team also scored 100%; the award was made on time errors. The Bristol team was just behind in third place, ahead of Sutton Coldfield, the MCC, Birmingham, Oxford, Sheffield & Hallamshire, Islington, North-West London, Essex, Nottingham, Great Yarmouth, Norwich, Derby, Manchester and, bringing up the rear, Herts County. The Herts team weren't helped by

the penalty imposed on their combo pilot, Billy Pratt. When he copped a sidecar wheel puncture his passenger scrambled onto the carrier and rode there for 55 miles before an MCC observer told him passengers had to remain in their sidecars and disqualified him. Fierce.



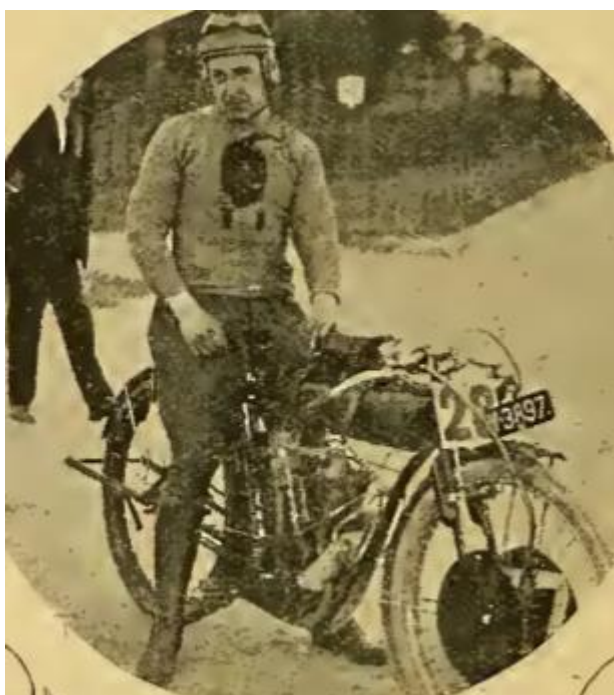
The Coventry and Watwickshire MCC won the ACU Inter-Club Championship. Left to to right: Harold Williamson (5hp) Rex, Geoffrey Smith (5hp Premier), GE Stanley (3½hp Premier), WP. Newsome (3½hp Triumph) Bert Yates (3½hp Humber), Sam Wright (3½hp Humber). The Bradford MCC were runners up with the Herts County AC third.

“THE LIVERPOOL Stipendiary magistrate worked himself up into a state of wrath on hearing the case of SL Leftly, a motor cyclist summoned for having ridden his machine at a dangerous speed without sounding an alarm. Defendant estimated his speed at 6-8mph, whilst the constable inflated it to 18 or 20. Mr Shepherd Little, the magistrate, is reported to have said: ‘I take a great interest in these wild animals, and when I see them I am amazed at the speed that they strike me as going at. I think these animals must be kept in check. The defendant will be fined 20s and costs.’ If he made use of such expressions he evidently forgot his manners, and we would remind him that a stipendiary’s duty is to admminster justice, and not to gratuitously abuse a defendant brought before him on such a doubtful charge.”



Lining up at the start of the Brooklands TT

THE TOURIST TROPHY race at Brooklands was run over 66 laps to match the mileage of the TT proper. There were 21 singles and 17 multis on the start line; each rider was allowed one spannerman at the 'replenishment and repair depot'. As with the TT the bikes had to be equipped as tourers but unlike the TT there were separate prizes for multis and singles. S Witham (Bat twin) covered the first 50 miles in 45min 45.8sec, knocking almost three minutes off Colver's record when, while doing almost 70mph on the Byfleet banking, his front mudguard came adrift, locking his front wheel. Witham



AJ Moorhouse (5hp Indian), popular secretary of the Manchester MCC, won the multi-cylinder class.

reckoned he completed 12 somersaults but walked away without a scratch. By the time the leading rider, JT Bashall (BAT) had completed 40 laps only 18 bikes were still in the running. Moorhouse (Indian) was laying second with 37 laps completed; Marshall (Triumph) was leading the singles. Mechanical failures continued to mount; 12 laps later a broken valve caused his rear cylinder head to blow off, leaving Moorhouse and Franklin, both riding Indians, in first and second places. At this point Gwynne, who had previously come off, scraping a lot of skin off his face, suffered a front-wheel blowout but “with great cleverness and pluck managed to save himself amid the cheers of the spectators”. Moorhouse held onto his lead to the end with his team-mate CB Franklin third, putting a smile back on the Indian camp’s collective face following the TT debacle; Bowen was second on his Bat-JAP. F McNab (Trump-JAP) led the singles, followed by J Marshall (Triumph), AR Abbott (Rex) and FL Goodacre (Triumph).

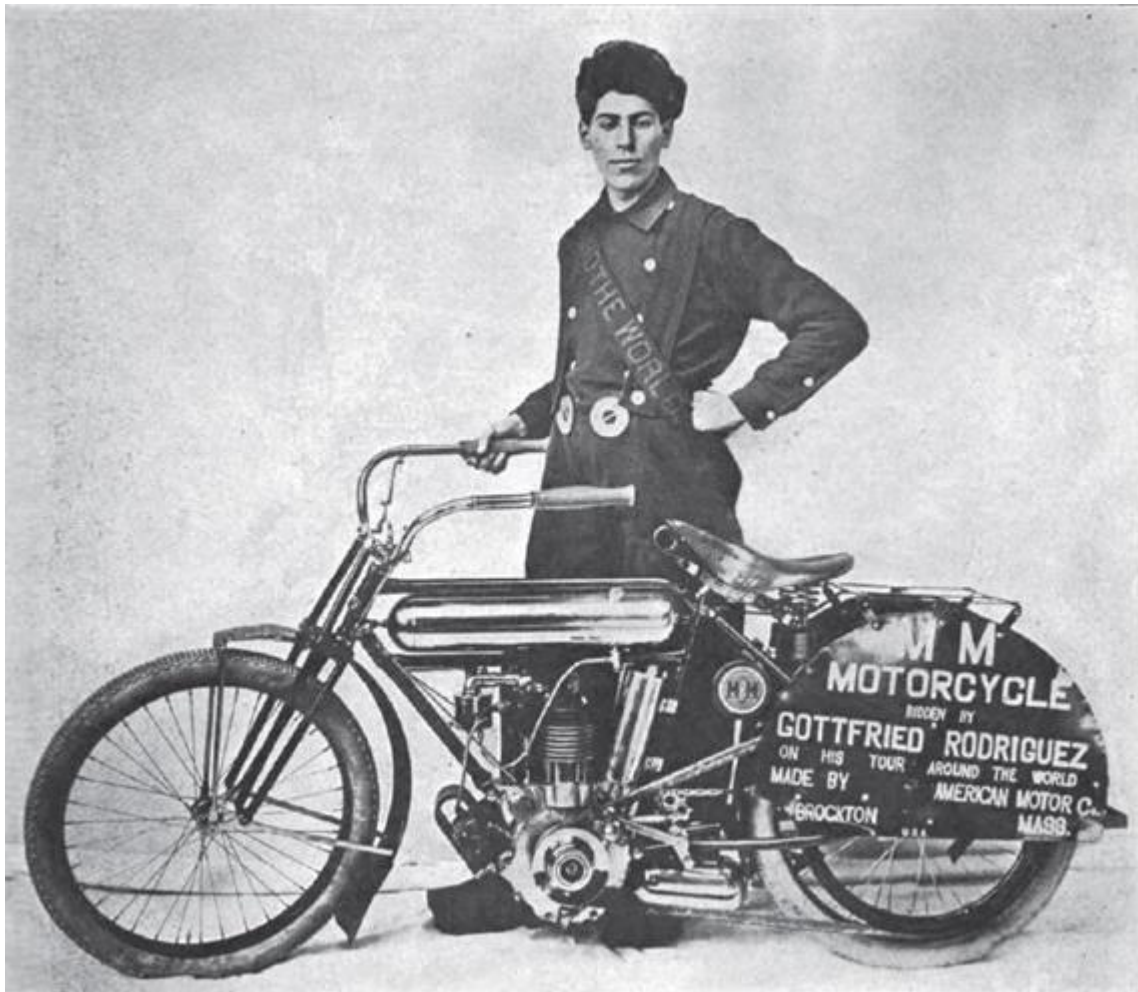


FA McNab (3½hp Trump-

JAP) stopped for a quick cup of tea on his way to winning the single-cylinder race. A contemporary pundit called this “a remarkable performance considering his bulk”. Cheek!

SEVEN MOTOR CYCLE clubs in and around New York formed the Metropolitan Association of Clubs. Motorcycle Illustrated commented: “The organization will be the most powerful and undoubtedly the most influential in motorcycle circles in the United States.” A committee was elected which planned the associations first event: a inter-clb dinner. “Arrangements will be made on an elaborate scale, and there is a big time on prospect for all who attend.”

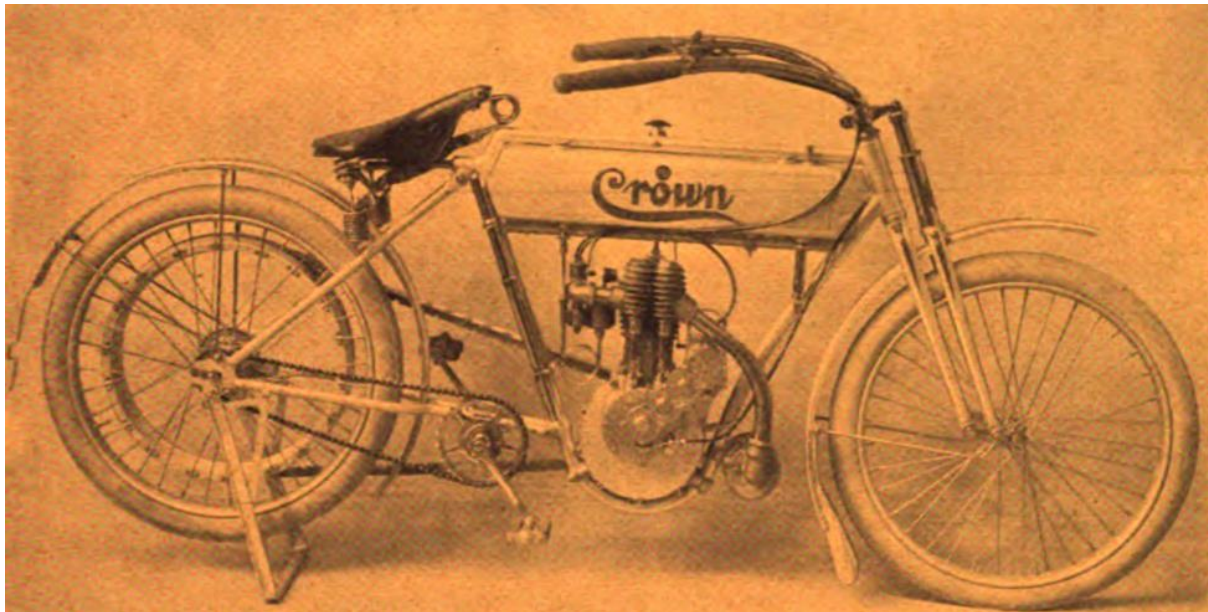
THE KING TIRE Co of Milwaukee launched a leather motorcycle tyre “warranted to withstand all road damage such as blowouts, rim-cuts and punctures”.



An

intrepid dutchman named Gottfried Rodriguez took a \$12,000 bet that he could travel round the world without any money. He left home with no luggage and travelled through Europe, the USAs, Japan, China, Siberia and Russia. He toured the States giving talks on a Marsh Metz; presumably the company lent it to him for the publicity.

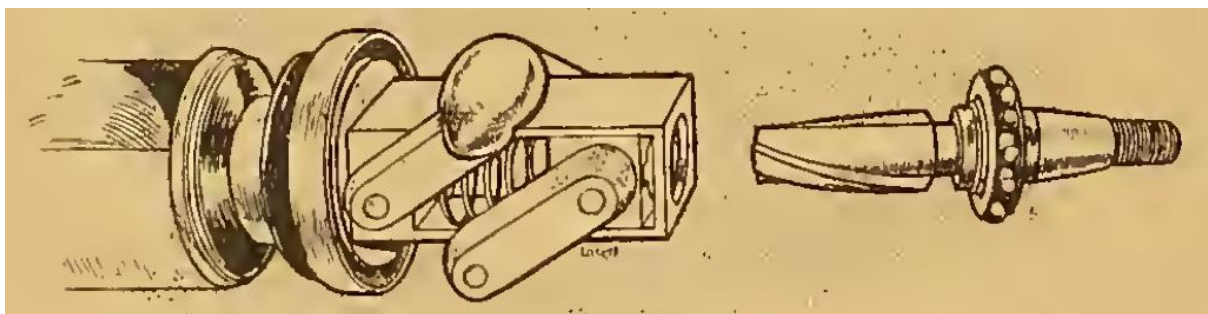
THREE INTERESTING newcomers on the US market included two with shaft drive. The SDM, built by SD Manufacturing of Brooklyn, came with 440cc and 500cc single-cylinder engines and a fully enclosed shaft drive incorporating a friction-type shock absorber. The Marathon, from machine-tool specialist LE Rhodea of Connecticut, was also a shafty; it incorporated a multi-plate clutch and two-speed transmission. Power in this case came from a 448cc 7hp vertical-twin two-stroke. The Crown, from the Great Western Co of Indiana, was unashamedly based on the 3½hp Triumph; it used “an English free engine”, Brown & Barlow carb and “special English strainer” on the petrol pipe.



The Crown was made in America but was based on a Triumph.

MORRISON-RICKER of Ohio were not shy about the virtues of their 'Rist-Fit' gloves: "Wile dressy and soft as kid they wear like iron due to the leather which is dressed in our own tannery combining softness and flexibility with toughness. When soiled they are washable in soap and water or gasoline."

THE HENDEE company was running a night shift to boost annual production to 7,500 Indians, making it the world's leading motor cycle manufacturer. It enlarged its factory by 150%, giving it a capacity of 20,000 bikes a year. It was also expanding into aircraft engines with a 25hp in-line four and a 50hp V8. However the company was deprived of the services of Jake De Rosier at the beginning of the year: he was suspended by the FAM for three months for reckless riding and "talking back to the referee".



Eismann was well ahead of the pack with its automatic advance/retard.

EISMANN OF Stuttgart, which was a pioneer magneto manufacturer (supplying a low-tension/coil model to Roc and NSU from 1903) came up with an automatic advance/retard for its conventional high-tension mag. "Two governor balls are mounted on links connected to a block which slides in a double spiral groove cut on an extension of the armature-shaft. As the speed of the machine increases the balls fly outwards, rotating the armature further in the direction of rotation, with the result that the maximum position remains constant, irrespective of the amount of advance and retard, and the quality of the spark does not deteriorate. A range of advance and retard of 45° is obtained."



A sunny start to the ACU End-to-End six-day trial. In the foreground are P Phillips and WW Douglas (2¾hp Douglas) and Sam Wright, (3½hp Humber).

THE ACU TWEAKED the route of its six-day End-to-End trial to make it a little tougher; the mileage was extended to 1,019 miles. These excerpts from the contemporary report give a taste of the action: "Numbers 27 and 28 have a curious contrast, 27 being Cox's diminutive Singer Moto-Velo [*newly launched with a 1¼hp 226cc Dufaux engine—Ed*], and 28 Fox's mighty 8hp Bat...Many of the competitors carried bunches of seaweed, gathered from the rocks at Land's End, as mascots, while sundry and various devices for holding route cards were to be seen on the majority of the machines. The two-speeders, the clutch-fitted Triumphs, and pre-eminently the Scott,



Three hardy P&M riders pull into the Moffat control after 158 miles of non-stop rain. P&M went on to win the team award.

created a most favourable impression by the way in which they started. Many more speedometers than have been noticeable before in ACU competitions were fitted to the machines. All the machines started with wonderful ease with one exception—Abbott's sidecar, which was a trifle dilatory in getting away...the 'path-finder' or road indicator had again neglected his task, and many a tired man went astray after Kenmore. [other competitors were sent astray when some joker interfered with a signpost]. Rough roads, steep hills, unrolled metal, and ruts tested men and machines to their utmost in the later



H Greaves rode the only Enfield in the End-to-End trial; the company wasn't slow to point out that at 2¼hp it was the lowest powered bike to win a gold. The Enfield lightweight went on to win a good medal for 'all-round excellence' at the Norwegian exhibition in Bergen.

stage through Fearnan and Tummel Bridge. Arter ran out of petrol at Tummel Bridge. Eastwood and Williams suffered punctures. Houghton took a corner too fast, came off, fell into a ditch, and dropped his machine twenty feet down a bank, was rescued, and finished. Bainbridge (Rex) retired ten miles from Amulree with a broken fork, and Savoy (Premier) near Tummel Bridge through a broken connecting rod...The once bad road to John-o'-Groat's has now been vastly improved...One short stretch then the hill was surmounted, and before us lay the blue sea studded with islands, and far below on its shore stood John-o'-Groat's House, the goal which we had all travelled 1,019 miles to reach." There were 71 starters of whom 53 survived the trial; 21 of these lost no points. Five of the 21 were on Triumphs, three on P&M, three on Bradburys, two on Douglasses, two on Indians and one apiece on Enfield, Premier, Excelsior and Scott. There was an odd PS to the trial. TH Tessier retired near Kendal when Bat-JAP started knocking which was found to be down to a worn out big-end bearing. When the engine was stripped silver sand was found in the crankcase. JA Prestwich and Co offered a £20 reward for information leading to the culprit's conviction. That would be worth more than £2,000 today; JAP was clearly cross.



After six gruelling days 53 riders made it to John-o'-Groats.

THE SERVICE Co of High Holborn, London WC, brought out what might well have been the first ever shaped bike cover. The manufacturers claimed: "It should be useful to military motor cyclists in manoeuvres when they have to leave their machines in the open for any length of time."

"THE ACU QUARTERLY Trials held on Saturday last will be handed down to posterity because two lady competitors figured on the list and because no less than 22 of the 70 entries were lightweights. Among the entrants several interesting machines were to be observed. The new Chase, 2½hp 270cc Sarolea engine, was a newcomer. The new AJS, made by AJ Stevens of Wolverhampton, uses the well-known 2½hp 290cc Stevens engine and is fitted with a large Bosch magneto, rendering starting particularly easy; mechanically-operated valves, both worked off the cam; Druid forks; handle-bar control; and large saddle. The rear mudguard is attached to the carrier and has no independent stays, and several other refinements are fitted. The two new lightweight Humbers aroused a good share of admiration. This neat little machine is a powerful motor bicycle in miniature. The dainty engine is of 1½p 197cc, and is fired by a lightweight Bosch magneto situated behind the cylinder. Druid spring forks are fitted, and a B&B

handle-bar controlled carburetter. Another newcomer was the Romp, fitted with a JAP engine and a free-engine clutch.”



The Misses Berend and Langston pictured at the start of the final ACU quarterly trial of 1910 with Muriel Hind. The judges noted: “Two lady riders competed, but both retired owing to the bad weather; and, whilst this is to be regretted, it may be observed that the machines they drove were hardly suited, especially in one case, for a lady to drive in any but exceptionally fine weather.”

POSSIBLE ENCOURAGED by the success of the Indian tribe in Britain, MM (Marsh-Metz) set up a London agency offering its well proven 4hp single (fitted with British saddle, tyres and belt) with the promise of a 7hp twin.

IXION WROTE: “There are a sprinkling of riders who always ride TT machines with dropped handle-bars and without silencers or hooters, and normally prefer a Brooklands skull-cap with ear guards to a respectable cap. These riders mean no harm, and probably do no harm yet, as they are mostly experts or on the road to become experts, but they are rather inclined to show off. I met one negotiating a gentle curve on the tramlines in Worcester the other week in truly portentous style. His engine was barking like a gatling-gun, his back was horizontally flattened along the tank top, his wrists a few inches off the front wheel axle, his nose where the lamp-bracket ought to have been, and he was ‘leaning out’ in the most amazing style, with his machine tilted over the other way at a surprising angle, to take a gentle bend of about 100 yard radius at a speed of perhaps 15mph. But the innocent constable evidently mistook him for a racing man on the ‘scorch’, and such practices will perpetuate police activity, and cause quiet

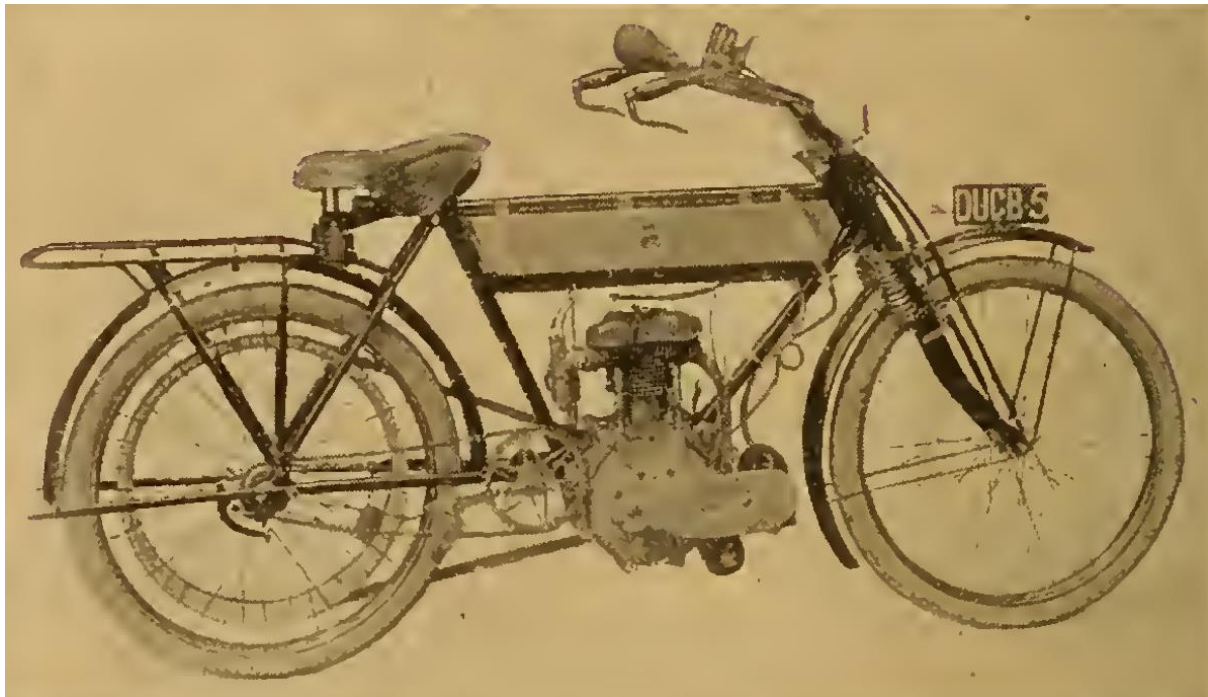
gentlefolk to avoid motor cycles like poison.” Thank goodness we don’t have riders of that ilk on 21st century roads.



Volunteer motor cyclists took part in Army manoeuvres; it seems the scouts were involved too. It would be easy to smile at these images of young lads doing their bit to help the country’s defences but this after all, was only four years before the outbreak of the Great War. Here are the original captions, as published in *The Blue ‘Un*: (Left) “A capture! Boy Scouts holding up a motor cyclist and searching him for despatches.” (Right) “The inquisitive scout does not stop at searching a motor cyclist. Observe the boy kneeling and searching a P&M motor cycle. The man in the street has at last learned what terrific battles are fought by the Boy Scouts and the Assistance Association. The encounter took place between a party of scouts and about a dozen cars and motor cycles before Admiral Robinson last week.”

TWO DECISIONS from the ACU: “The ACU has now decided officially to recognise a flying start for the hour record. Previously a standing start only was permitted. Consequently the British and American records will be comparable in future.” And...”As regards the Northern League Hill-climb the Auto Cycle Union desires it to be known that this event is unauthorised, and is proclaimed, and consequently all competitors and officials concerned are disqualified from taking part in any ACU competition.”

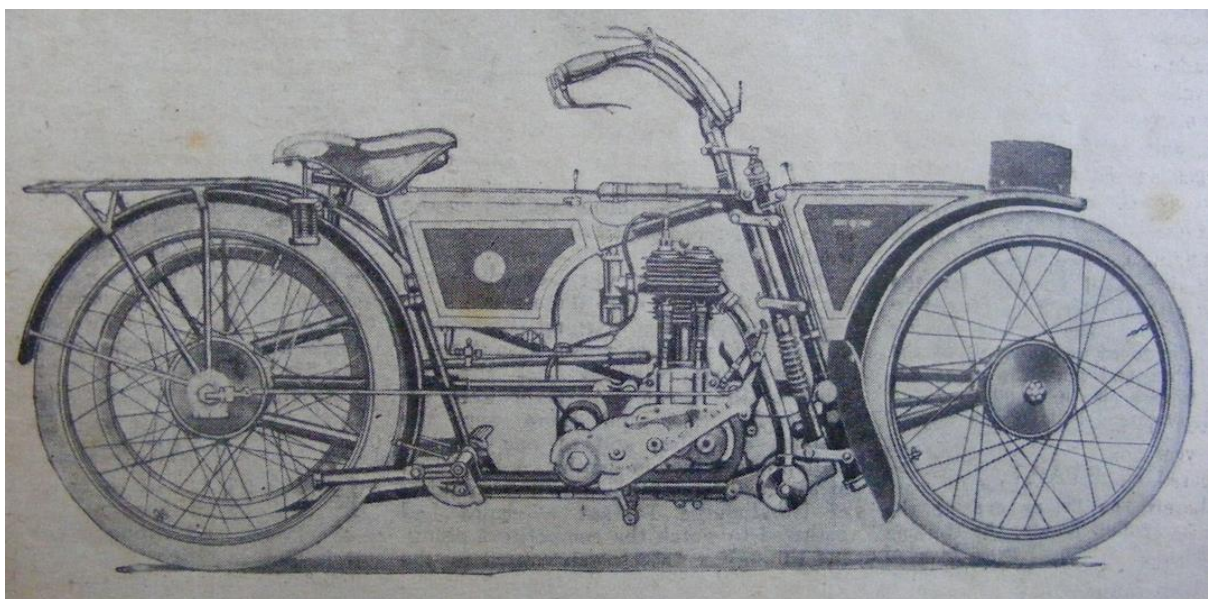
THE FIRST appearance of what is now a standard workshop tool: “The Motor Stethoscope. This is the name of a novel instrument sold by Brown Bros, Oxford Street, W, for locating strange sounds in an engine. By its means every click, knock, or tap can instantly be traced to its source. When the test rod is placed against the valve guide, every scrape in the action of the valve is distinctly heard, and when placed over the part v/here any knocking occurs, the pounding will be heard like blows of a hammer.”



Calcott produced a “simple, well designed and sensibly equipped touring mount.”

CALCOTT BROS progressed from supplying frames and components to making complete motor cycles powered by 3½hp 430cc White and Poppe engines. According to the Blue ‘Un, “The machine presents no special features, but is a simple, well designed, and sensibly equipped touring mount...Practically all the large bicycle manufacturers have produced a motor bicycle or intend to have one ready by the date of the motor cycle shows. Next year should exceed all previous records in motor cycle construction.”

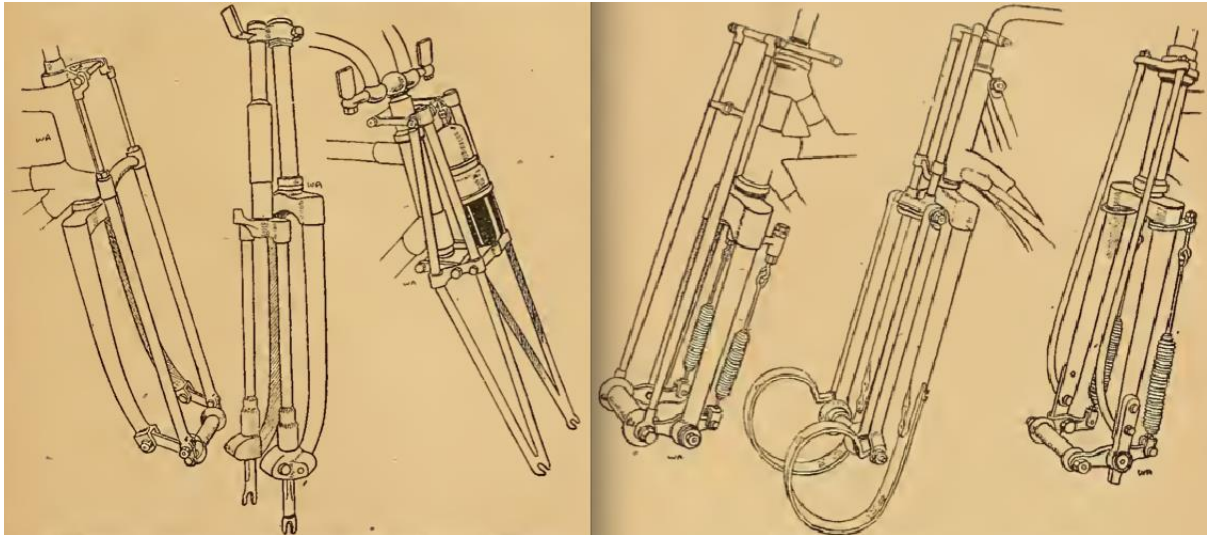
A 505-MILE ‘endurance run’ staged by the Federation of American Motor Cyclists attracted 127 competitors. The run, which started and finished at Philadelphia, was hit by heavy rain and riders had to plough through a 15-mile section covered in clayey mud up to 10 inches deep which stopped three-quarters of the field. Only three riders gained full marks, all mounted on Thors.



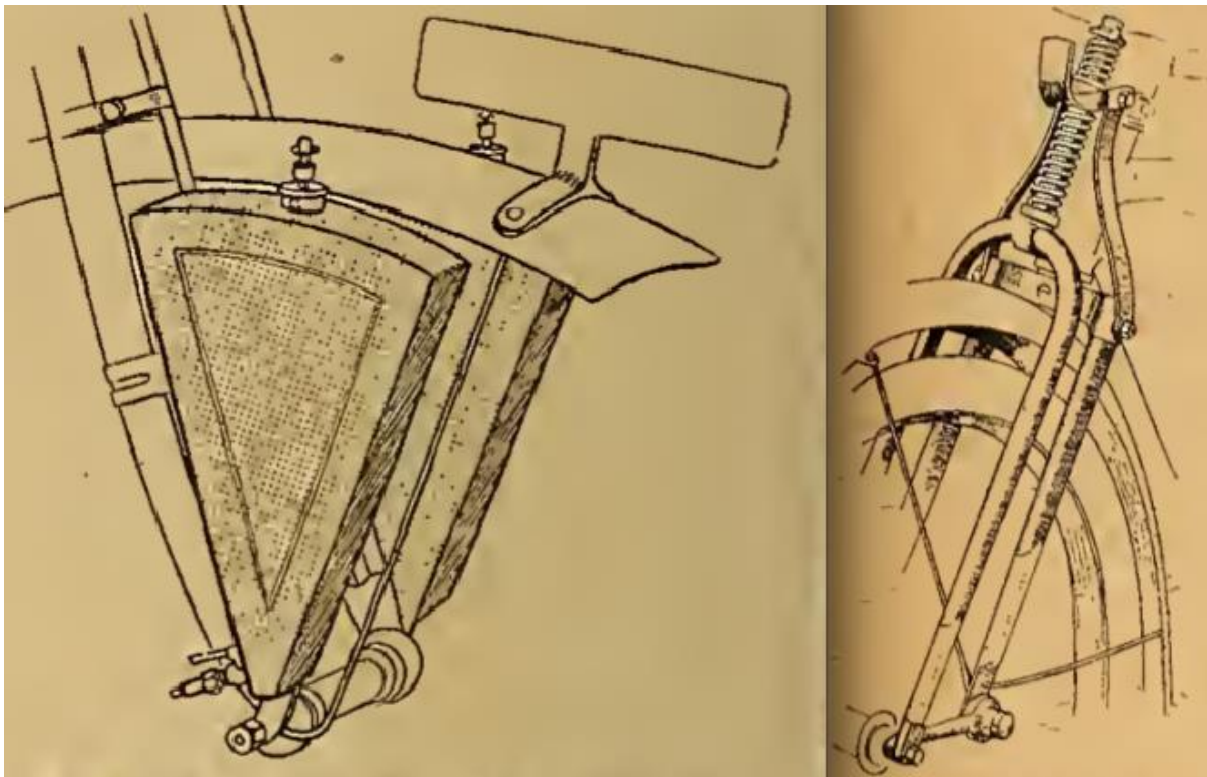
James launched the ‘safety’ model featuring hub—centre steering and advertised it as the “one-

track car". All the frame tubes were on the left of the QD wheels which were interchangeable and featured drum brakes. The fuel tank was mounted in front of the headstock and doubled as the front mudguard; the Safety was powered by a 558cc side-valve single. It was clever stuff—possibly too clever for its own good as it was only in production for a couple of years.

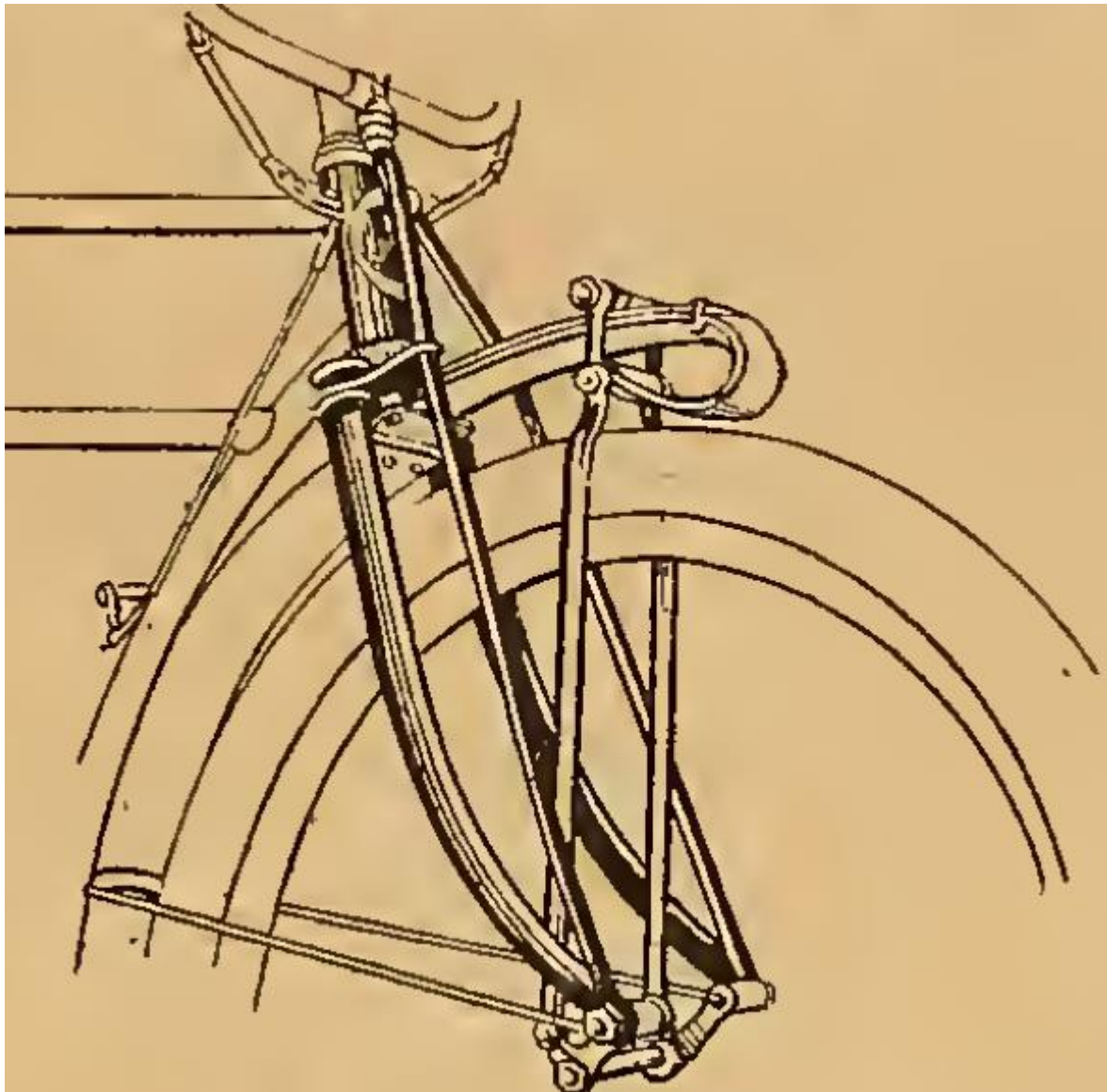
AS SPRUNG FORKS became ubiquitous they were made in all shapes and sizes—though many racers opted for a rigid front end.



Wanderer, Scott, ASL, Quadrant, Roc and LMC (note the ASL's double lamp brackets and the Scott's roller bearing cover).



Forks on the AJS lightweight were fitted with Taylor spare petrol tanks (no health and safety nonsense in those days); NSU sprung forks looked much like springers.



Indian's leaf-spring front suspension was to become almost a trademark.

THERE WAS A short-lived fad for 'naming' motor cycles and painting said name in large letters on the petrol tank. One correspondent to *The Motor Cycle* was clearly not impressed: "I would like to suggest that in the interests of those motor cyclists who object to seeing the sport rendered ridiculous you open a fund for the establishment of a special track on which these mentally affected gentry who desire to have their cycles named could disport themselves. A kiosk should be provided and a licence issued to some enterprising toy vendor to sell Teddy Bears, climbing monkeys and other mascots, also children's alphabetical blocks for forming the desired names."

"IT SEEMS TO be the general impression that driving a motor bicycle and sidecar from the passenger's seat is both difficult and risky. The other day we made our initial trial in this direction. On the way to pick up a passenger with a Zenith Gradua and Mills-Fulford rigid pattern sidecar, the wheel of the latter lifted rather alarmingly in rounding a corner, owing to the absence of a weight in the seat. The driver there and then decided to try controlling the machine sitting in the sidecar, and the result of the experiment was entirely satisfactory. Since that experience we have continued to drive whilst reclining in the sidecar, and are convinced that this method is far safer than driving a rigid pattern sidecar without a passenger."



Harry Martin on the $2\frac{3}{4}$ hp/344cc Martin-JAP (with ASL forks) that he rode to victory in the ACU Brooklands 76x76mm handicap at 57.2mph.

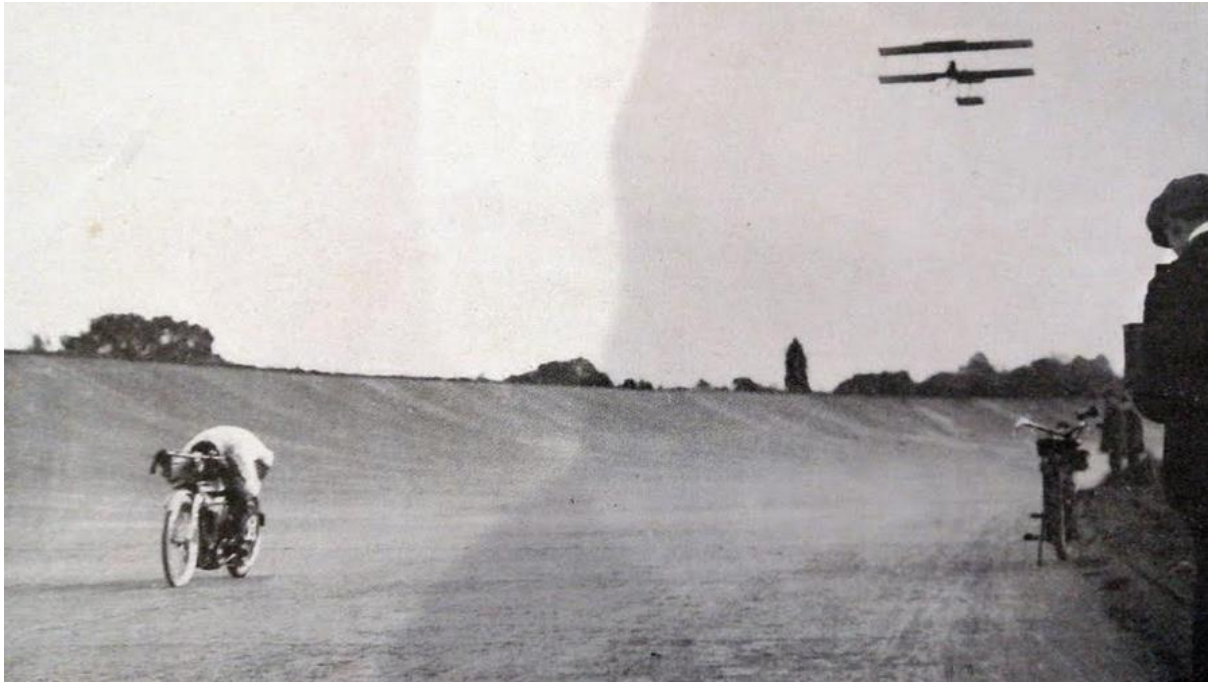
THE ACU HAD not staged an annual race meeting since 1902, when it was still the ACC. In 1910 the action moved to Brooklands where Harry Martin won the first race (up to 76×76/345cc) on his $2\frac{3}{4}$ hp/344cc Martin-JAP. Charlie Collier was runner up ($2\frac{3}{4}$ hp/340cc Matchless) with FE Barker ($2\frac{3}{4}$ hp/340cc Dart) third. The open handicap (up to 1,000cc) was won by AC Maitland ($3\frac{1}{2}$ hp/482cc Trump-JAP), ahead of CE Bennett (5hp/634cc



Harry

Collier won the Passenger Handicap at the ACU Brooklands meeting; it is unclear if the lady in the sidecar was his passenger during the race.

Indian twin) and Guy Lee Evans (7hp/994cc Indian twin). First place in the Passenger Handicap (up to 1,000cc) went to Harry Collier 6hp/770cc Matchless-JAP twin and sidecar); second, E Frasetti (7hp/952cc VS twin and sidecar); third, Charlie Collier (6hp/770cc Matchless-JAP twin and sidecar). Then there was a novelty event. Gustav Blondeau, who had just opened Britain's first flying school at Brooklands, took off in his 50hp Farman biplane to race FA McNabb (3½hp/482cc Trump-JAP). In standard Brooklands practice it was a handicap, based on the known speed of the plane and the bike—AV Ebbelwhite claimed to be the first timekeeper to handicap a aircraft. He gave the plane a head start; after four laps McNabb's Trump-JAP beat Blondeau's Farman by 36 seconds. Like many motor cycle enthusiasts the Collier brothers took an interest in flight. Unlike most of them they had the resources to do something about it. *Motor Cycling* reported that Harry built a monoplane in a "galvanized iron hangar at Plumstead Marshes...it would be difficult to find a more isolated spot near London...A few turns of the propellor served to start up the 20hp four-cylinder JAP, which is controlled by throttle only...only for a few seconds was it run at anything like full speed, and it took two to hold the machine back, such was the pull of the Chauviere propellor. 'That will do,' said HA, after the engine had been running with a perfect roar... The machine scales, less pilot, 500lb. The wings span 30ft across, and the length of the machine is 26ft 9in. The elevator and wings can be controlled by one hand. The rudder is operated by two pedals, comfortably placed, the position of the pilot being the same as if mounted on a motor-bicycle."



Head down, McNabb rides his Trump-JAP to a famous victory over Blondeau's Farman.



The Collier brothers were making good use of JAP twins in their bikes; a JAP V4 was just right for Harry's monoplane.



From monoplane to monowheel. Erich Edison-Puton built his in Paris and powered it with a 150cc De Dion claimed to produce 3.5hp. It's been restored to full working order and can be seen at the Technik Museum Sinsheim near Heilbron.

"I HOPE IN YOUR paper you will do all you can to discourage motor cycling clubs to hold their runs en masse. Motor cycling clubs, as clubs, I think should be encouraged, and runs to a given destination are desirable; but runs en mase are altogether objectional. When six motor cyclists are riding together on a dusty road the effect is sufficiently bad, but when twenty or thirty are together the road is often temporarily unuseable. Fortunately, this riding together will be restricted to a large extent owing to the discomforts experienced by the riders themselves, but on the other hand there appears to be a class of motor cyclists – as there always was a clas of cyclists – to whom dust and dirt have no terrors. I therefore trust you will do your part in bringing before motor cycling club officials the advisability of dividing up into small parties and taking different routes to the same destination when possible."

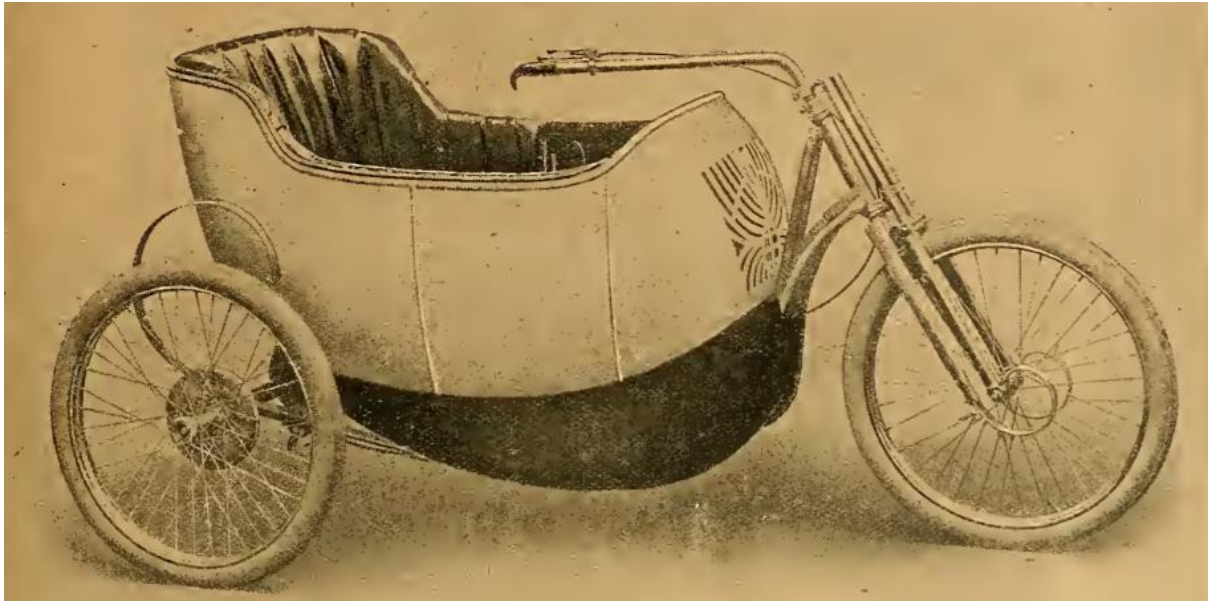
THE YARMOUTH & DMCC speed trial at Gunton Park was one opf the first events to use electrical timing gear, courtesy of RH Williams, a Number 8 Hat who was assistant club secretary. Reel of fine cotton were stretched across the start and finish lines a foot off the ground and attached to a switch. When a bike's front wheel hit the cotton it tripped the switch before breaking; a mile of wire connected the switches at the start and finish.



William Streiff reached New York after 28 days in the saddle and said “never again by motor cycle”.

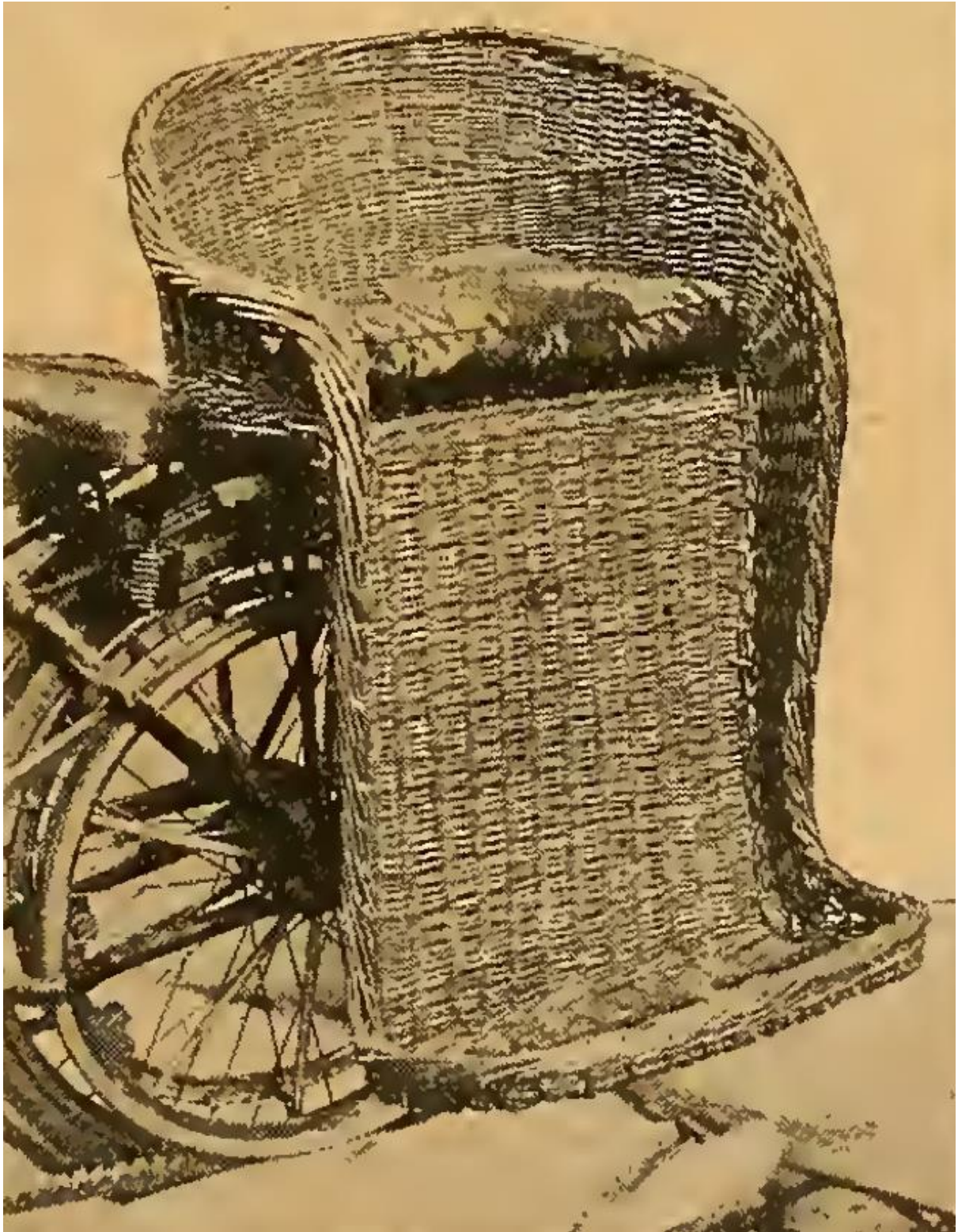
“Tanned and burned by wind and sun, permeated with the dust of many States, his clothing torn and his body sore from rough roads and innumerable falls, William Streiff, riding a 4hp two-speed NSU motor cycle, rolled into New York.” He had ridden across the USA from San Francisco, covering 3,734 miles in 28 days and two hours, averaging about 130 miles and 13 hours a day in the saddle. “Many times Strieff had to use his compass for direction, for signboards are an unknown quantity in that region. While travelling by compass he struck due east, and cut through wire fences, which he alwEiyt mended. Many Indians—civilised, of course were passed, but they made no attempt to bother him.”

THE FINAL ACU quarterly trial of the year, and the last one to use the Uxbridge-Banbury-Uxbridge route, was beset by foul weather with cold, torrential rain and mud to dampen riders’ spirits. Of 42 starters 10 dropped out due to the weather or mechanical mishaps; only 11 solos and two passenger machines made non-stop runs. When the points for the year’s trials were totted up WF Newsome (3½hp Triumph) and F Philipp 3½hp Scott) Scott had tied for first place, scoring 710 points from a possible 720. Third placed was W Pratt (3½hp P&M).



Having powered up cyclists with the Wall Auto Wheel, AW Wall, targeted the opposite end of the market with 'Scientific Motor Tricycle Engineering': a two-stroke trike (four-stroke engine available on demand), shaft drive and two-speed Roc gears offering "all the advantages of a car without expensive upkeep". Yours for 75 guineas.

THE ARMSTRONG Triplex Gear Co beefed up its three-speed bicycle hub to suit lightweight motor cycles from 1½-2½hp (it was felt that bikes from 3½hp upwards simply didn't need three gears). The hub incorporated a metal-to-metal multi-disc clutch running in oil.



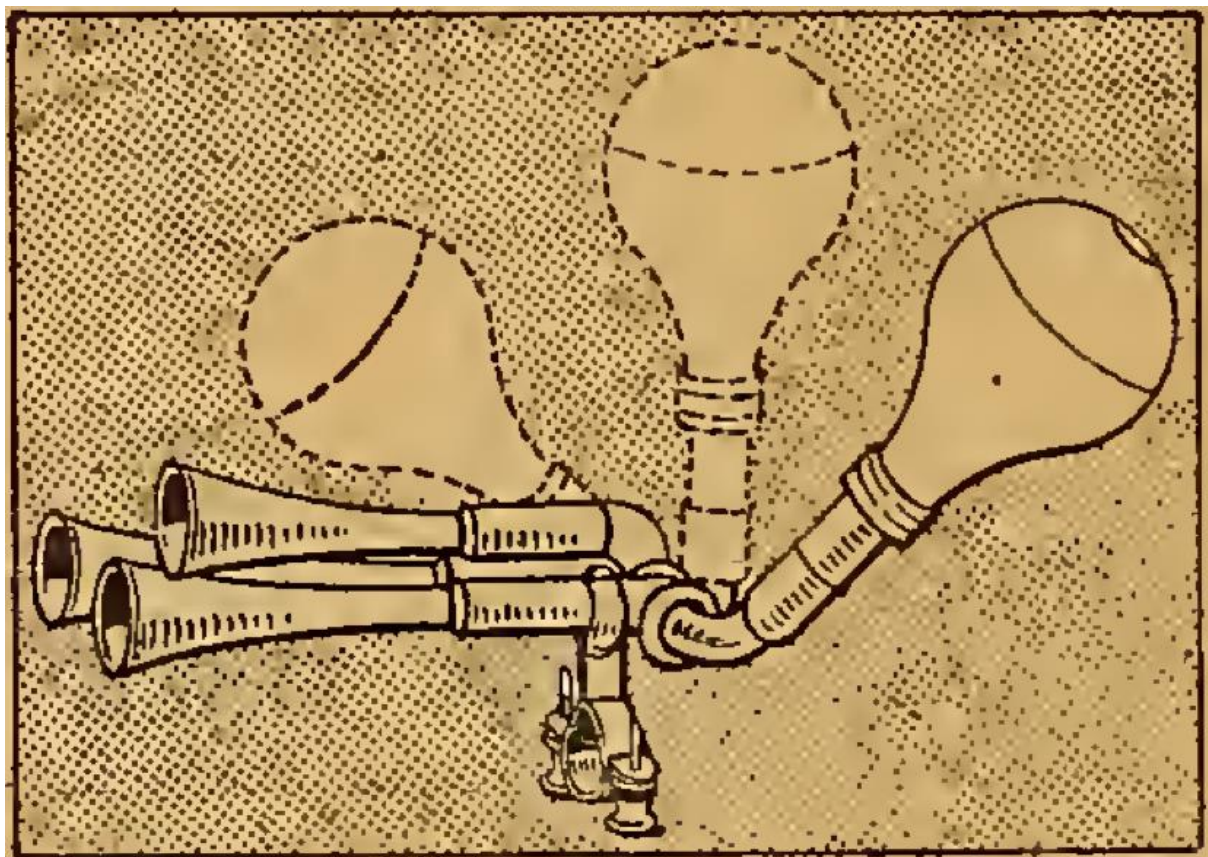
Well, you could hardly expect a lady to sit astride a carrier. WJ Bradley of Leamington Spa made this for his missus.

OFFERED IN exchange for a motor cycle in a single issue of the Blue 'Un were: A pony and harness, pianos, piano players, a 'bull bitch', lathes, bicycles, a 'ralli trap', bedroom and drawing room suites, two- and four-seater cars, a small locomotive, graphophone, cinematograph and lantern attachment, camera and a magnifying glass.

WE HAVE HAD to ride in some fairly 'parky' winds, and for the benefit of the road fraternity generally I should like to press home the value of carrying small muffs rigidly fixed to each end of the handle-bar. Several pairs of gloves interfere with the manipulation of the levers and oil pumps, without keeping the hands really warm; a short muff mounted just in front of each handle enables us to keep our hands warm without spoiling our grip, and I for one regard these fitments as essential to cosy riding in winter."

INDIAN FITTED leaf-spring suspension up front which became closely identified with some of its most popular models for decades to come. The new set-up improved handling significantly—the firm reckoned the high speeds achieved by the latest 7hp Indians at Brooklands would have been impossible without it.

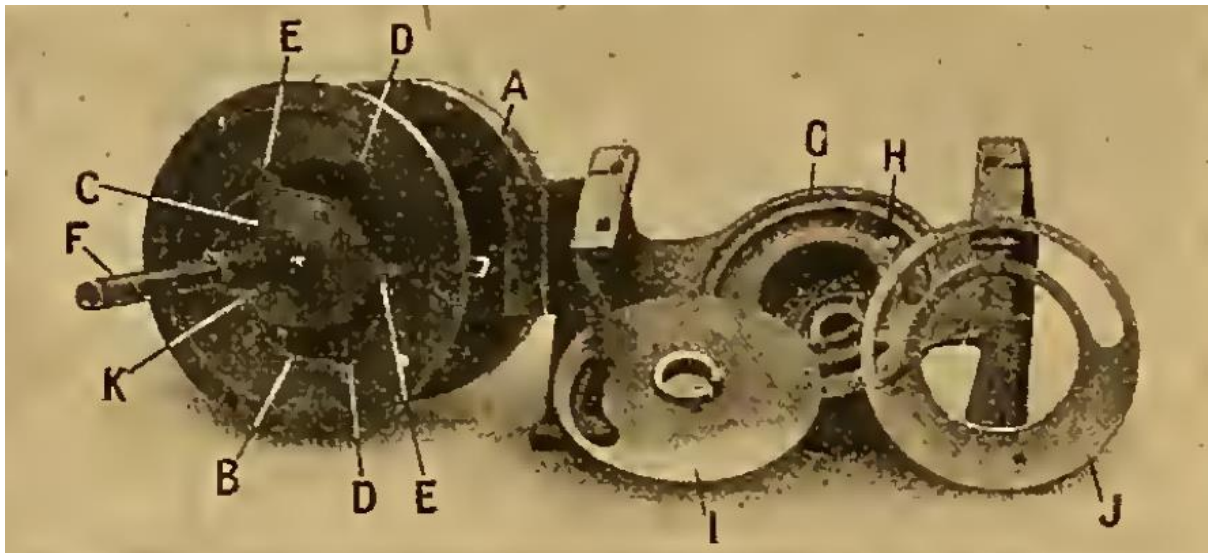
"THE FAIR SEX are at last tumbling—if one may accuse them of anything so ungraceful—to the possibilities of the motor bicycle from their point of view...The ideal ladies' machine must exhibit three main features, viz., light total weight, marked ease of starting and high hill-climbing efficiency...whole battalions of girls will take up the sport in days to come; and their day will come when they can get an 80lb machine with a free engine and a variable gear...Such a specification would appeal to many girls who can never hope to be athletes...The lightweight will relieve slender wrists of exhausting strains...Before we are much older we may see a ladies' motor cycling club and even a ladies' six days trial..." But what if a lady rider encountered a mechanical problem? The Blue 'Un was reassuring: "Are there not usually friends or brothers who will undertake the little adjustments which would soil dainty fingers?"



Who remembers 1970s airhorns playing La Cucaracha? In 1910 Brown Brothers of Oxford Street found a simpler way to drive the neighbours nuts—a three-note horn called the Cyclophone: "To sound various chords the bulb, which works on a swivel, is placed in three

different positions. There is no mechanism to get out of order, and an infinite variety of tunes can be played on it." Infinite...

"MR F UMPLEBY, Manningham Lane, Bradford, has recently built an ingenious form of rotary engine, of a type quite unfamiliar to our readers, which combines the four-cycle principle with the advantages of a turbine...In the outer casing A is bored out a heart-shaped space B, and in it revolves what is termed the piston C, which is an oval-shaped block dividing the space A into three chambers, each chamber being separated from the other by a. gaslight joint formed by the rocking shoes E E, which are pressed up against the piston by the external springs B B. The gas first enters the inlet chamber through the inlet port H in the end plate G, in which can be seen the crankshaft ball bearing and the slot through which the slotted disc or throttle J may be controlled. The slotted disc I is the inlet valve attached to the crankshaft F...the piston divides the cylinder into three chambers, and in each one of; these the cycle of operations is continuing, and each cycle takes up 75% of the revolution, and there is an impulse every revolution. It will be seen that there is a distribution gear for working the" valves, and this gear causes the piston to make three revolutions to two of the outer casing." Was Mr Umpleby's Petrol Turbine just a curiosity? Or was this the birth of the rotary engine, 20 years before Felix Wankel patented his design and 45 years before a Wankel prototype ran?



"The Internal Combustion Piston Turbine": A, outer casing; B, heart-shaped cylinder; C, piston; DD, recesses; EE, rocking shoes pressed up against piston by external springs; F, crankshaft; G, end plate showing inlet port; H, ball bearing and slot through which the throttle is worked; I, valve with gas-tight joint; J, throttle; K, small pinion of distribution gear.

ALBERT CATT of the Northamptonshire MCC covered 1,882 miles in six days on his 3½hp Triumph (92½ hours actually in the saddle), breaking the six-day endurance record that had been set by the Blue 'Un's Ixion on his Advance in 1905. *The Motor Cycle* said: "We have great pleasure in congratulating the intrepid rider on successfully accomplishing the sternest feat of pluck and endurance yet recorded in the annals of motor



AE Catt managed 1,279 miles in six days, including time out to rebuild a seized engine.

cycling...The weather throughout the week was atrocious. Skiddy roads were the smallest handicap with which the record-breaker had to contend, although he probably did not enjoy more than 100 miles of dry going. Snow, sleet, ice, rain, hail, fog, cold, gales, and darkness combined to render the task positively stupendous, yet but for an inexplicable mishap at 8am on the last day, the total mileage would probably have touched the 2,000 mark." The run was made in November; each day's run began and ended in darkness. No spare belt was carried or needed and, remarkably, the Triumph didn't suffer a single puncture. A valve broke at the 720-mile mark (and was replaced at the roadside), there were problems with mud and water in the carb and some fluff in an oil line caused a seized big end that was sorted at a village forge. "The only modern achievements which are worthy to rank with the Triumph's performance are sundry long-distance cross country rides performed in America and the colonies; and few of these can claim accurate verification. The ride was conducted with every consideration for the public. Mr Catt was forced into a ditch by a recklessly driven trap, but his own driving was unexceptionable. He charged a cart near Coventry on the fifth day, but the cart was standing broadside across the road in the dark without its lamps being lit. Luckily, a bent footrest was the only result of the accident..." The Mayor of Northampton presided at a celebration dinner in The Stag's Head where Catt was presented with a huge inscribed silver bowl from his club and a silver cup and gold medal from Triumph. *This wasn't Albert's only six-day trek; for more long-distance yarns, including a jaunt round the coast, see the End-to-End feature in 1911.*

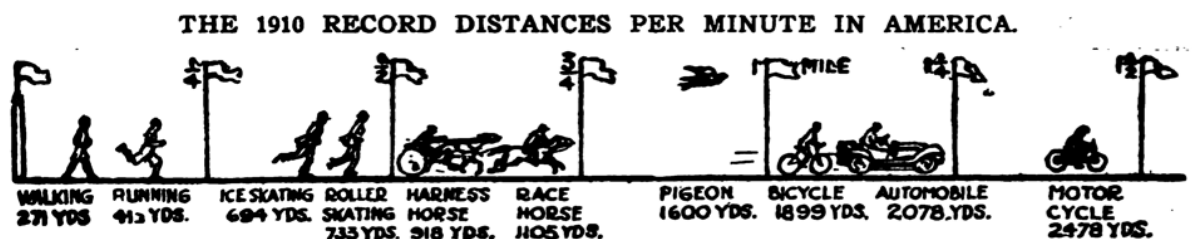


This

melifluous warning device, the Perfection Whistle, was powered by the exhaust and operated from the handlebar. It was said to have “a unique and penetrating sound that can be heard at a great distance”. Of course it was American.

FREDDY BARNES went to Brooklands with the 3½hp Zenith Gradua that had taken him to victory in numerous hillclimbs. He climbed the 1:4 test hill in 12.5sec, beating his own record and almost equalling the 11.8sec achieved by a 65hp Napier car. Then he did some standing starts, reaching 35mph in 8sec and 42mph in 12sec.

THE BRITISH view of American record breakers remained... cautious: “De Rosier, on a 7hp Indian, made three world’s records on October 29th, viz, 1 mile in 41.2sec, 100 miles in 1hr 15min 24.4sec, and 79.88 miles in one hour. These performances were officially sanctioned timed, and judged. The strange part about it is that no such speeds have been accomplished on similar and even more powerful machines in this country. Is it the air?”

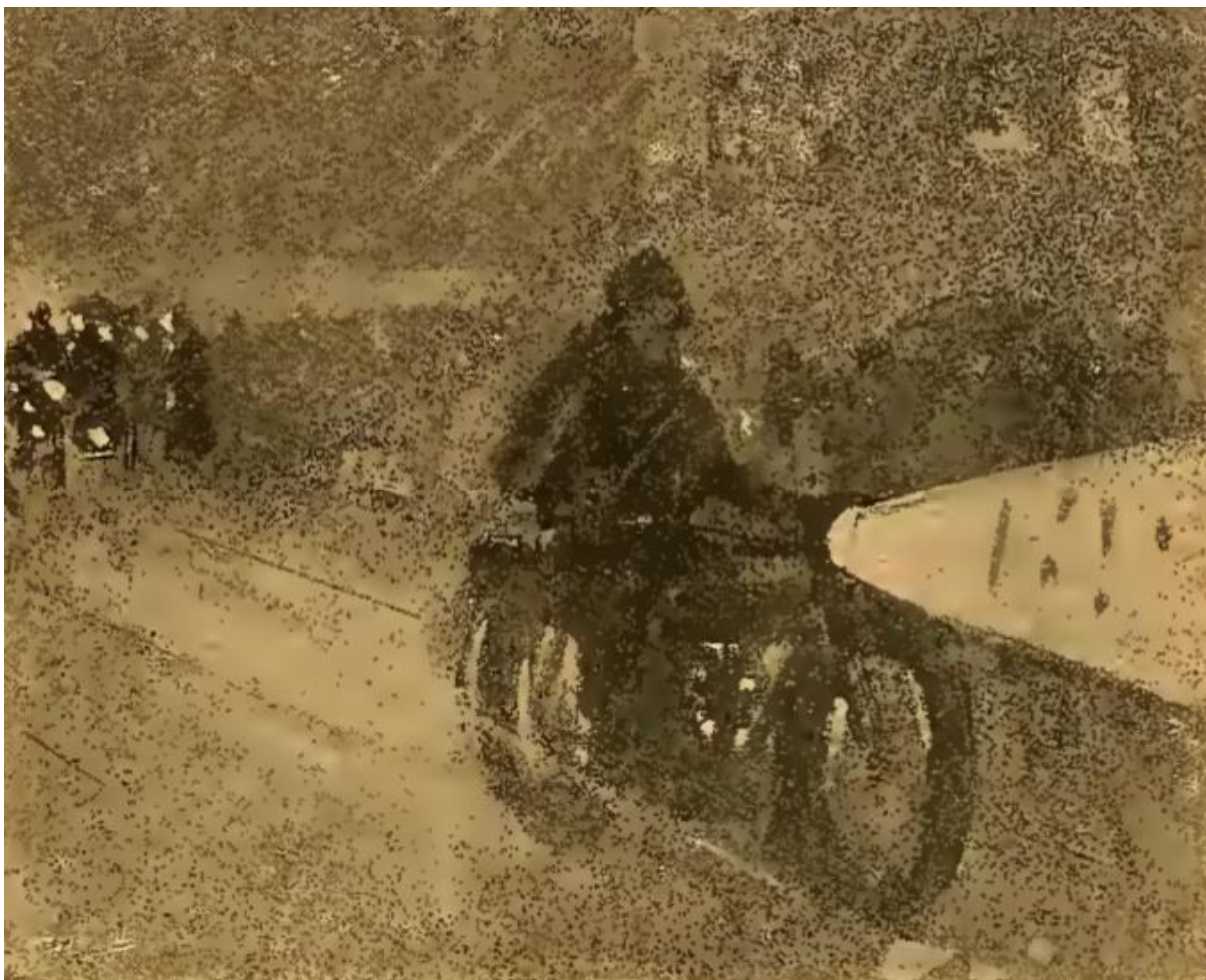


NEAR THE END of the year a group of enthusiasts met in the Red Lion, Truro, to form a Cornwall MCC. At the same time but far to the north the Newcastle & DMC hosted a whist drive which attracted some 60 members and a number of geordie lasses.

MESSRS WALSH and Robb of Bristol developed a water-cooled square four car engine with a rotary 'distributing' valve in the centre. There was talk of a smaller version for motor cycles.

"THE MOTO CYCLE Club de France is apparently no more, and there exists but the Moto Cycle Club de Paris in the Metropolis, so that at the present moment there is no body capable of organising a reliability trial, but the track is still open and a few performances on the Velodrome d'Hiver or the Pare des Princes would convince the Parisian public that English machines will stand up to their work. The French motor cycle industry "is not quite dead", our informant tells us, but to save it the French makers must either improve their machines or, at any rate, among the more wealthy, the English maker, if he play his cards well, stands a good chance of reaping the field."

AS AN INDICATION that motorcyclists have always had a crazy streak, no less than 71 riders left the Bell, Hounslow at 7.30pm on Boxing Day for the Motor Cycling Club's 24 hours' run from London to Exeter and back. Of course it was cold but it also rained most of the time, sometimes torrentially. The first retiree was Guy Lee Evans, whose 7hp Indian combo developed gearbox trouble at Salisbury on the way south (yes, the same Lee Evans who was a top-class road racer, hill-climber and record breaker). The contemporary report notes: "Soon after leaving Salisbuiy heavy rain fell for 20 minutes;



"Out into the stormy night with the headlight shining brightly."

in consequence the roads, already very bad, were converted into a horrible quagmire." Competitor Roy Walker (3½hp Rudge) recalled: "Many new 1911 models had only been

delivered to their owners a day or two before, so the engines were not run in, and got hot with the prolonged running on a low gear...The accommodation and catering at the Angel Hotel were quite good, and a two hours' respite was very welcome. It was grisly work turning out in the wee sma' hours for the dreaded ninety miles to Exeter. Wilton was practically under water, but there was a narrow path available between the floods. Soon after this, in a blinding storm, about twenty riders lost their way, and went chasing round and round some baronial park. This seemed to have innumerable lodge gates and roads like a maze, as they always brought us back to a steep, narrow, and skidsome hill with a kind of triumphal arch half way up it. The idea that the modern 3½hp single will climb any hill received a rude shock hereabouts, and many of us envied the rider of the two-speed



“Almost a collision! HG Bell (4 cyl FN) just snatches his machine away as LA Baddeley (7hp Indian and sidecar) starts off.”

Scott, which seemed rather to enjoy single-figure gradients with hairpin bends and ploughed-field surfaces. At the end of an hour we nearly fought about which turning was the right one, but finally we struck the main road, and had only to follow the telegraph wires...Hugh Gibson's 3½hp single-speed belt-driven Bradbury, which was minus pedals, went magnificently; the End-to-End sidecar record holder and his lightweight passenger, George Wray. want some beating as a sidecar team. Both this machine and George Brough's had some very clever mud-shields and belt-guards... I finally reached Hounslow about half-past eight, after a vain attempt to make up time by a 'blind' over the frozen ruts; this nearly ended in an end-on collision with a big Daimler car which, with its dazzling head lights, was travelling the other way at about 35mph." In the end 50 of the 71 starters made it back to Hounslow inside 24 hours to win gold medals; three more made it in 30 hours to win silver— among them was after E Kickham (2¾hp Douglas) who, after 322 miles, was seven minutes late. The rest had been beaten by the weather and mechanical mishaps.



The MCC's 24-hour winter run was S Wright's sixth trial of the year aboard his 3½hp two-speed Humber; he earned an award in every one of them. Flanking him are Roy Walker and B Alan Hill, both on 3½hp Ridges.



JW Woodhouse (3½hp Calthorpe) was a gold medal winner in the London-Exeter-London trial.

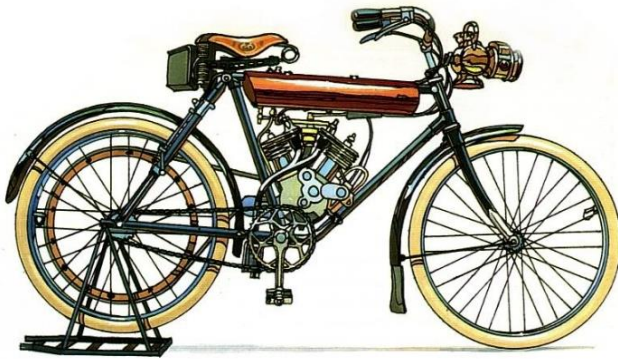
THE SHEFFIELD and Hallamshire MCC fielded 17 riders (including five combos) in a reliability run and reported “a blizzard made the task more difficult”, but nine completed the 170-mile run on time. And 21 NW London MCC members were out on a 12-hour winter run, from Hampstead to Gloucester and back, including Birdlip Hill. Seven made it back on time.

TOWARDS THE END of the year a growing number of clubs were closing their hillclimbs to bikes with “infinitely variable gears” (which effectively meant Zenith Graduas). Ixion remarked: “Sportsmen must regret that all our hill climbs are not run on the old and characteristically English ‘let-’em-all-come-and-Old-Nick-take-the-hind most’ principle.”

“OBSERVANT MOTOR cyclists could spend quite an interesting time examining the equipment of the machines in the winter reliability runs, and many were the clever fitments to add to the riders’ comfort. Nearly all carried pocket flash lamps, and one or two had been clipped to the handle-bar in order to illuminate the route card. At least one competitor earned an electric

pocket torch to direct a light on to finger posts at crossroads. Snowshoes were generally favoured, and some had gone further and fitted guards at the front of the footboards to ward off the cold. We noticed the little red reflector lamps on several competitors machines. Nearly every magneto had a protector of some description—in most cases they were completely covered, whilst extra large mudguards and flaps were quite common. Handle-bar muffs, overall leggings and storm helmets were much in evidence—surely never was there such a set of peculiarly clad men, and all sportsmen to the backbone.”

REX SET UP agencies on Germany and Russia (though the Russian agency was based in Warsaw).



The Dux bicycle company of Mosow went into the motor cycle business, fitting Swiss-made 2.5hp Moto Rêve V-twins. Judging by the contemporary Moto Rêve (right) the Russian bike was a virtual replica.

NORTONS WERE flying the flag in New Zealand, winning three major hill-climbs at Saddle Hill, Timaru and Otago.

AT YEAR'S END a census in *The Car* covered two-wheelers as well as four to reveal a total of 76,277 bikes in England, 6,171 in Scotland and 3,966 in Wales; a total of 86,414. RAC figures indicated some 75,000 motor cycles were registered in 1909 and 65,000 in 1908.

MOTOR CYCLE exports continued to rise. In 1908-9 exports overtook imports, by the end of 1910 they were triple the 1908 figure (1908, 1,048; 1909, 1,442; 1910, 3,148). Over the same period imports had stayed roughly the same (1908, 1,340; 1909, 1,442; 1910, 1,387).

MOTOR CYCLE clubs were forming and growing. The competitions they staged were a major factor in the evolution of the motor cycles they rode, and that we ride today.



This was the inaugural meeting of the Southampton & DMCC.



The Cambridgeshire MCC (not to be confused with the posh Cambridge University MCC) got under way with about 50 riders; 35 joined the club run to Bradford.



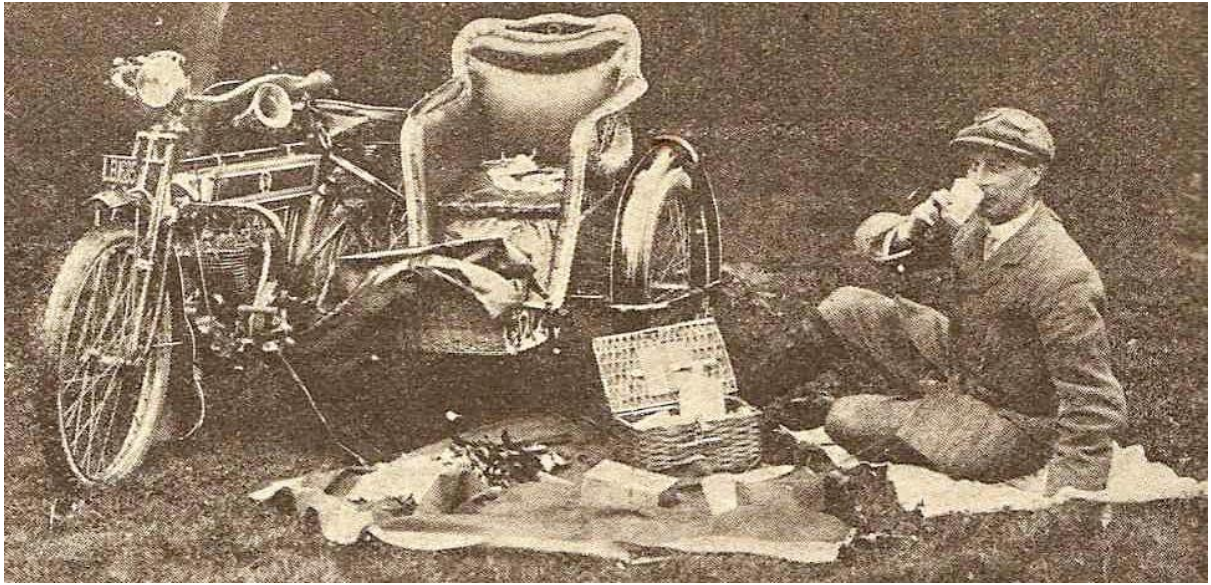
There was a good turnout at the Doncaster & DMCC's first run.



Members of the Dutch MCC pictured at their Summer meeting at De Grebbe. Their secretary offered to arrange guided tours for Brits passing through Amsterdam; the Blue 'Un helped sort out a good route from Tilbury to Liverpool for a Dutch MCC expedition to the TT.



The first run of the newly formed Newport (Mon) MCC headed to Hereford.

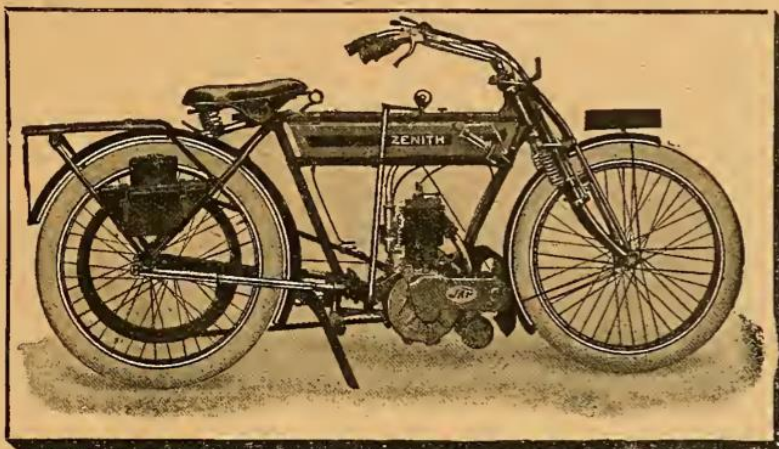


"One use for the side car—picnics made easy.

ZENITH-GRADUA

*16 Firsts
in OPEN
Hill
Climbs
in 1910.*

*Comfort with
Speed and
: Reliability. :*



*The 6 h.p.
Zenith-
Gradua
was un-
beaten in
1910 as a
passenger
machine in
Open Hill
: Climbs. :*

3½ h.p. Standard Model.

Also made with 6 h.p. Twin.

All J.A.P. engines.

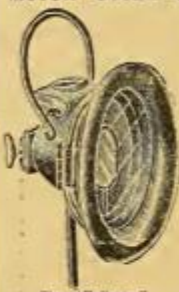
All Machines Tested on Brooklands. ZENITH MOTORS Ltd., WEYBRIDGE.

GAMAGES

GREAT 14 DAYS' SALE NOW ON.

WRITE TO-DAY FOR SALE CATALOGUE. 52 PAGES TEEMING WITH BARGAINS.
ORDER EARLY.

MOTOR CYCLE LAMPS, &c.



The "Holborn."

The "Holborn"
Condensing Lens
Motor Cycle or Tri-
Car Headlight.

Complete with
separate generator
and length of tubing.

Sale Price, 11/8
Our List Price, 15/6

Ditto, without
condensing lens.
Sale Price, complete,
9/11

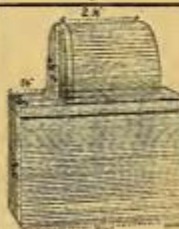
Our List Price, 12/9



**The Lens
Mirror**

Motor Cycle Head-
light, complete with
generator.

Sale Price, 15/6



SPECIAL LINE.

**Motor Cycle
Indiarubber
Magneto
Covers.**

Grand value.

Sale Price,
1/6

Usual price, 2/6.



More shine in less time
by using the wonderful
"UNE MINUTE"
**Liquid Metal
Polish.**

Non-rapid. Non-inflammable.

Sale Price, 3d. 1/6d.

List Price, 6d. 1/2d.

ROBIALAC ENAMEL.

We are offering 1-pint. One of the
best class enamels known to the
following colours only: Silver Grey,
Royal Blue, Royal Mail Red.
Sale price, 1/2 per tin. Postage 3d.



"Holborn" Motor Cycle Carrier.

Sale Price, 2/3.

Usual Price, 3/6.



The Side Window or Four-glass

Goggles.

With detachable lenses and leather
strap.

Sale Price, 8d.

Sold elsewhere at 1/6.



Manufacturer's Stock of Motor Goggles.

Dainty, well finished nickel cap-
sules, comfortable fitting, edged
with velvet and chrome, elastic nose
band, four-shaped glasses, giving
good vision.

Sale Price, 7d. pair.



**The
"Holborn"
Motor-Cycle
Horn.**

Long and
clear note.

Sale Price 4/6

Usual Price,
5/5-

Postage 3d.

Motor Cycle Tyres.

	Sale Price.	List Price.
1 each 28x3 1/2	Palmer Cord Cover ..	2 2 6 3/4
4 "	28x3 1/2 Michelin Headed edge Cover	0 16 6 1/2
1 "	30x3 1/2 Michelin Headed edge Cover	2 10 0 3/4



Lycett's Tubular Carrier, including Straps.

Sale Price, 5/3. Usual Price, 6/6.



**The
"Holborn"
Plug.**

A thoroughly reliable little plug, which does not sputter or
short; nicely finished and of the best material. As good a
plug as anyone could wish for, and at manufacturer's price.
When you buy a "Holborn" Plug, you do not pay for a
fancy name, you get a shillingworth of plug. Try a 1/-
"Holborn" next time. Complete with cap and washer.
A USER SAYS: "I had one of your "Holborn" Plugs
some time ago which has given every satisfaction, having
run it over 1,000 miles."

Sale price, 9d.

**SPECIAL LINE.
MARVELLOUS
VALUE.**

Sale price, 4 1/2d.



**The "British"
Plug.**

British make. Does
not sputter. Extra
plug guaranteed.
Extra strong Electrode
and best porcelain.

Sale price, 1/3. Usual price, 1/6. Postage 3d.



**The Famous All-
Rubber Goggles.**

With plain
and smoked de-
tachables glasses.

Sale Price, 1/3. Usual Price, 1/6.

T. W. GAMAGE & CO. BENEFIT FINK LTD.
MOLBORN. CHEAPSIDE.

THE L.M.C. STARTS LIKE A CAR.

AT HOME SATISFACTION.

London,
Nov. 21st, 1909.

Gentlemen,
I have found the gradient map of our London hillocks. Muswell Hill is where I tried your excellent Free Engine and Pulley. You will see that it is a good test of its efficiency to start a machine from stand still in the middle with rider and luggage weighing 17 stone and to take it up to the top. It is as good a test as you want and your Free Engine can do what a two-speed gear would, and at a fifth of the cost and weight.

The steepest of the three is Swains Lane. Needless to say the L.M.C. flew up it, in fact I ran up on half throttle except over the steep portion. The machine was in full touring condition and had not had any adjustment for 400 miles. I used standard jet. Highgate of Hill course was nothing to test it. It went up as though it were level ground.

Yours truly,

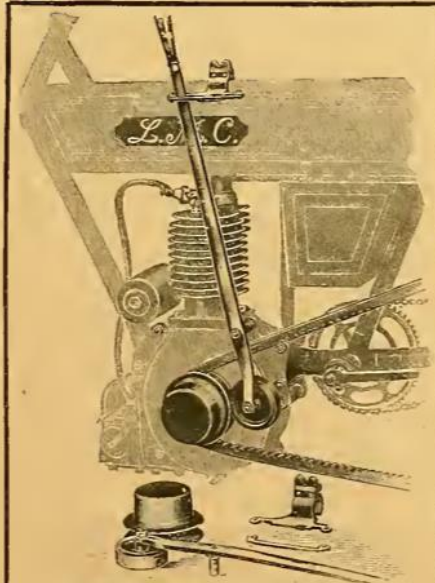
H.B.

The Ideal Touring Machine.

More practical refinements and improvements than any standard motor bicycle.

Price complete with Free engine, 50 guineas.

L.M.C. Machines are designed by Mr. W. J. Lloyd, formerly Mechanical Director of the late Quadrant Cycle Co., Ltd., Birmingham.



L.M.C. FREE ENGINE & AUTO VARIA PULLEY.

(PATENT APPLIED FOR.)

SUITABLE ANY STANDARD ENGINE, Price 63/-

ABROAD RELIABILITY.

The Rectory, Condobolin,
New South Wales,

Australia.

13/12/09.

Dear Sirs,

I have now ridden my L.M.C. for twelve (12) months over some of the worst roads in New South Wales and in all weathers. I cannot speak too highly of its behaviour. I have not had a single stoppage the whole time. I sometimes ride ninety (90) miles and take three services in the day. Reliability in running is a necessity in my work, as one has to ride against time, allowing very narrow margins for mishaps. I have complete confidence in the L.M.C. motor cycle, and have not the slightest hesitation in recommending it.

Another point in its favour is the smoothness of its running, the vibration being reduced to a minimum.

Yours faithfully,

S. N.

The smoothest running machine made.

Magneto gear driven in dustproof oil bath.

New footboard ball bearing starter.

L.M.C. parts for original Quadrants can be supplied from stock.
New List Printing.

The LLOYD MOTOR & ENGINEERING CO.,
L.M.C. WORKS, 132, Monument Rd., Birmingham.

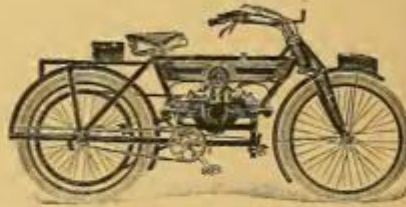
The Douglas

Lightweight

in the 1910 A.C.U.
Quarterly Trials.

January 29th.

Reliability.



Mr. P. Phillips,
Mr. G. L. Fletcher,
Mr. H. A. Cooper.

All succeeded in making Non-stop Runs.

Out of an entry of 67, only 15 riders made Non-stop Runs. The Douglas Motor Cycles were the only lightweights to do this. This proves the exceptionally arduous nature of the Trials.

Hill Climbing.

Mr. W. W. Douglas,
Mr. P. Phillips,
Mr. B. A. Hill,
Mr. G. L. Fletcher,
Mr. H. A. Cooper,
Mr. J. V. Robinson.

Full Marks for Climbing Rectory and Dashwood Hills.

The Douglas succeeded where many heavyweights failed, and in spite of the treacherous condition of the roads.

In the 1909 Trials.

In the Trial in October last year Mr. W. W. Douglas made a Non-stop Run, gaining **100** marks (maximum possible), equalling the performance of any machine in the Trial; and Mr. B. A. Hill (private owner) made Non-stop, gaining 95 marks, only 5 marks less than best performance by trade riders on machines of much greater power.

These repeated successes under conditions much more strenuous than subjected to in ordinary riding or touring, prove beyond all doubt the reliability and efficiency of the Douglas Lightweight.

WRITE FOR CATALOGUE.

DOUGLAS BROS., Kingswood, BRISTOL.

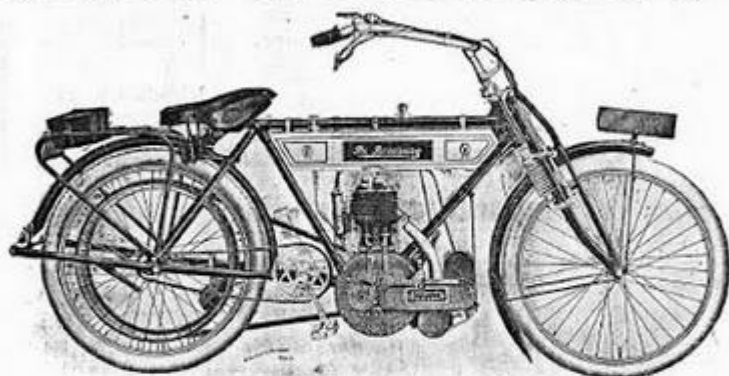
STAND 81

At the Great Cycle Show at Olympia,
NOVEMBER 21st to 26th, 1910.

*is where you will find the Best British Built Motor Cycle
and the finest Hill-climber (power for power) ever made.*

THE 3½ H.P.

BRADBURY



Extract from Bradbury's Catalogue.

"The Bradbury is made entirely at Wellington Works, Oldham. The Motor is vertical, and the diamond frame is built into the engine case. The result is obtained by a specially designed crank chamber, dispensing with cradle, nuts and bolts, offering greater accessibility to the engine than any other pattern, ensuring better balance, great strength and rigidity, and enabling us to obtain the advantages of the vertical engine with the best type of frame. The frame is built low, with long wheelbase, and is fitted with Druid Spring Forks."

Awarded the Highest Honours—More than 300 FIRST PRIZES.

Many of the principal events have been won
during the present season on the BRADBURY.

Our Agents and Representatives will be glad to see you at Stand 81 at the Olympia Show.

BRADBURY & CO., LTD., Oldham.

Send for our Lists of Sewing Machines, Children's Carriages, and Toy Carts.
The Toy Carts are a splendid Xmas line.

SCOTT

TWO STROKE. FREE ENGINE.
TWO SPEEDS. CHAIN DRIVE.
TWO-CYLINDER. SELF-STARTER.

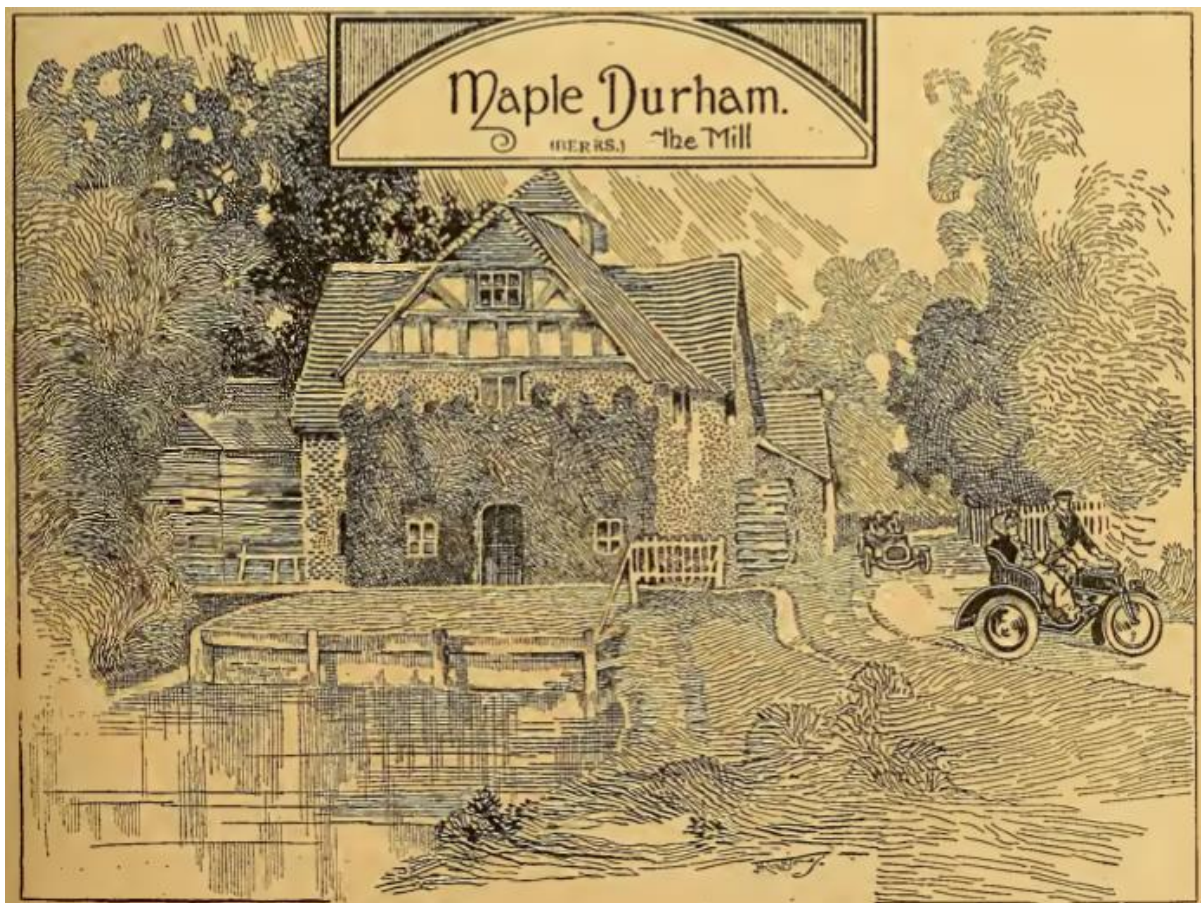
"The Car," Oct. 6th, 1909, in commenting upon the Tourist Trophy Race, says: "A point which probably appealed more to the public than anything else was the sensational start of the Scott machine, with two-speed gear and clutch, which enabled it to move off the mark with great celerity, and without effort on the part of the driver."

The Scott Two-speed Gear and Free Engine

is the only chain-driven, two-speed machine on the market fitted with a frictionless gear. There are no phosphor bronze or wearing materials embodied in its construction, and the whole mechanism being of high grade, case-hardened steel, the gears may be slipped and changed as frequently as desired without any wear or renewal of parts at any time. Remember—there are no gear wheels—simply two expanding clutches, and it is the only gear fitted with a central drive. Further, it has no overhung bearings.

The All-weather, Go-anywhere Machine.

The Scott Engineering Co., Ltd., MORNINGTON WORKS,
BRADFORD.
Sole London Agents: The Service Co., Ltd., High Holborn.



TRIUMPH



ALWAYS COME OUT ON TOP"

MOTORS



The Lightweight Controversy

Here is a
**GENUINE LIGHTWEIGHT!
EVERY POUND COUNTS !**

MOTO REVE



2 $\frac{3}{4}$ h.p.

INCLUDING:

STAND CARRIER, NUMBER PLATES, FOOTRESTS,
VARIABLE PULLEY, &c., as illustrated, a

98 lbs.

RECORD

Machine for neat design, light weight and handiness
—not so much in words as IN FACT. ∴ ∴ ∴

Prompt Delivery of most Models.

THE MOTO-REVE Co., Limited, Dept. B, Acton Vale, LONDON, W.

IF YOU SEE A "3½"
CLIMBING LIKE A "6"

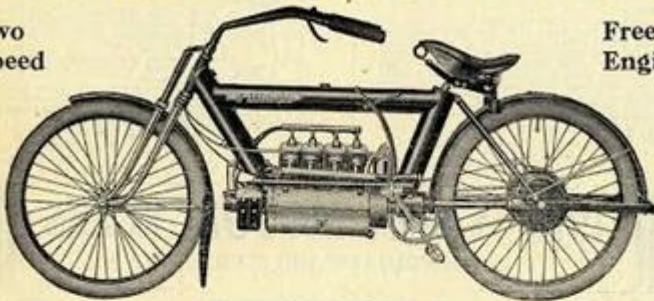


IT'S A
PREMIER

PIERCE

Two
Speed

Free
Engine



Condensed description of Pierce Vibrationless Motorcycles for 1910

The Four Cylinder

The Pierce four cylinder is the only machine of its kind in the world. Among its numerous superior features are: the four cylinder engine, shaft drive, automatic oiling system, large tubing frame, two speeds, free engine, sliding gear transmission, magneto ignition, simple control and accessibility of all parts. The engine has 7 H. P. and with the two speed gear it is able to climb smoothly any hill that may be encountered.

Perfect material and Pierce workmanship have combined to make this the most complete and most refined product offered the motorcycling public.

The Single Cylinder

The Pierce Single Cylinder motorcycle with its high-powered, long stroke motor, marks a notable innovation in one-cylinder construction. This is a machine which runs with an almost total absence of vibration, and for ordinary city or country use, it has the quiet smooth action for which motorcycles to date have not been noted. But better than all this, it is a machine which climbs the mountain side and does it with the same absence of labor which marks its running on level roads. Always smooth and easy running, always powerful to follow the steepest roadway—what more can be asked? We offer in every detail, the best that "Piercedraft" affords.

The following general and special features will appeal to discriminating riders:—

A motor of 5 H. P. having a long stroke (4") motor equipped with double annular ball-bearings; large tubing frame; magneto ignition; wide flat belt, with free engine effect; Simple grip control.

The Pierce Agency—especially if the Bicycle line is included—offers, in itself, a profitable business for any progressive dealer to engage in. Our proposition, "The Agency that Pays," will be submitted to any dealer in open territory.

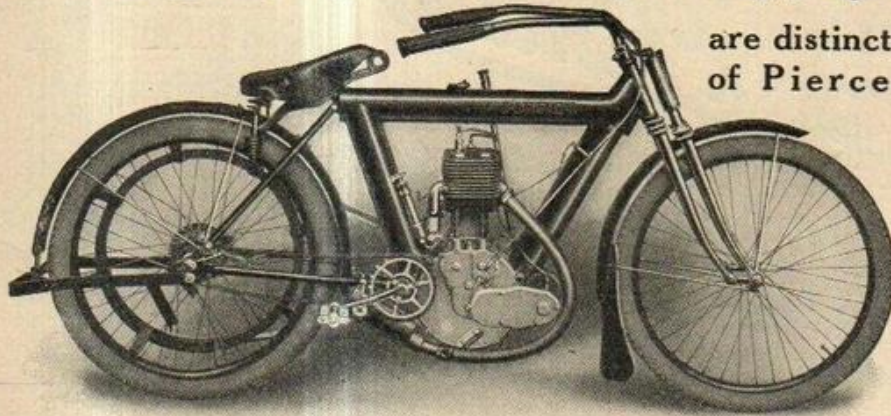
Ask for Catalog "F"

The Pierce Cycle Company :: Buffalo, N. Y.

PACIFIC COAST BRANCH—Oakland, Cal.

Strength, Speed, Simplicity, Symmetry

are distinctive properties
of Pierce Motorcycles.



The life of a
motorcycle
is in its frame
and engine.

THE Pierce Frame is constructed of steel tubing $3\frac{1}{2}$ " in diameter. It will not break or buckle and is built to stand all kinds of rough roads and hard use. Broken frames, the cause of frequent complaint in other motorcycles, are unknown in the Pierce.

¶ The Pierce Single has a 5 H. P. four cycle engine, fitted with roller bearings, mechanical valves, magneto ignition and free engine clutch. *This is also made to last*, not being of the excessively high speed type. Although not intended for racing, it has a speed of 55 miles an hour and power to climb hills that other singles cannot. The Pierce Single is a motorcycle with the power and road strength of a twin cylinder and the serviceability and simplicity of a single. A maximum of efficiency and a minimum of trouble and expense for repairs.

¶ This company also manufactures the famous Pierce Four Cylinder, the most complete motorcycle made. Also Pierce Bicycles famous for over twenty years, and ridden by all the well-known racing men.

Motorcycle catalogue "LF" on application.

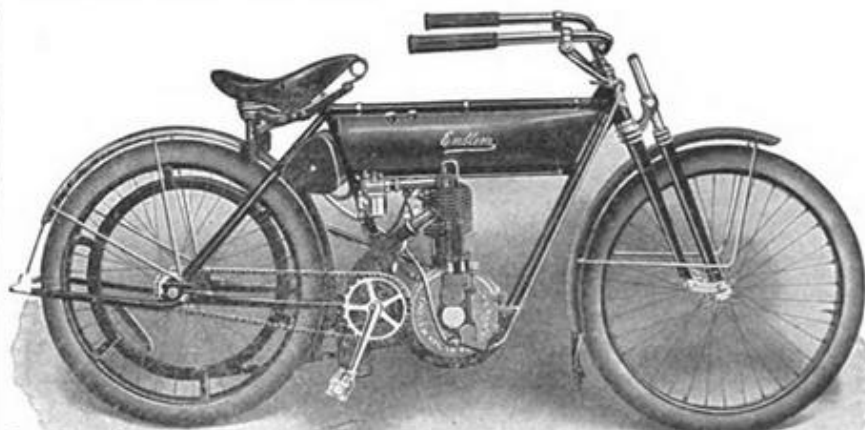
The Pierce Cycle Company :: :: Buffalo, N. Y.

Pacific Coast Branch, Oakland, Cal.

A reminder that Pierce made singles, as well as their FN-inspired in-line fours.

CLASS, STRENGTH AND SPEED

Are all Conspicuous in the 1910 EMBLEM



Our New Model, the 7 H. Twin

Completes a Trio of the
Best Machines for the
Prices on the Market.

Fitted for both V and
flat belts; 55 in. wheel
base; battery and coil
tank occupying the en-
tire space between the
seat mast and the rear
wheel guard; the front
lower main tube is slight-
ly curved to conform
with the curve of the
front wheel guard; mag-
neto if desired.

Write for our catalogue and our Agency proposition

EMBLEM MANUFACTURING COMPANY, - ANGOLA, N. Y.

CLINCHER

MOTOR CYCLE TYRES



MOTOR CYCLING
IS A.L.
FULL STEAM AHEAD
TO RIDERS OF

Clincher Tyres

HENCE THEIR
GREAT POPULARITY.

Made in four patterns
to meet the demands
of each class of rider.

There is not a better tyre made than the "Clincher Motor Cycle Tyres," and
if you are not already a user, you should certainly write for a Catalogue.

THE NORTH BRITISH RUBBER CO., Ltd., Castle Mills, EDINBURGH.

(394)

DUNHILL'S MOTORITIES FOR MOTOR CYCLISTS.



TROUSER OVERALLS.
Made from Flannel Double
Twave. Waterproof
Material. 14/6.



MOTOR CYCLE VALVE, 9/6.



Saddle Cover, Patent Top, 3/6



**EXHAUST WHISTLE,
10/6.**



**SINGLE TEXTURE FAWN
WATERPROOF CAPE, 7/6.**



**POCKET WATCH, to be
on Handle-bar, 5/6.**



CARBIDE CARRIER.
Complete 1/6.
Fitted with Carbide 2/6.

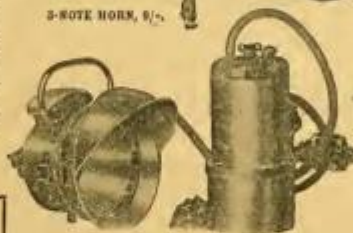
**"UNAKTES"
MOTOR
CYCLE REST.**

Made to fit all stand-
ard and up-to-date
machines.
Firm and rigid in
action. Can be oper-
ated without using
the hands, and will be
found a great con-
venience for resting
the machine.

Finished - imports
black enameled, 5/6
each.



3-NOTE HORN, 5/6.



LAMP AND GENERATOR, 20/6.



**SIREN OPERATED BY LEVER ON
HANDLE-BAR, 12/6.**



DUST CAP, 2/6.



ALL RUBBER GOGGLES, 2/6.



ALUMINIUM GOGGLES, 2/6.



**PUSH ACTION
SWITCH, 2/6.**



The second edi-
tion of this Cata-
logue is now ready,
and may be ob-
tained on applica-
tion to Dept. M.

DUNHILL'S

359-361, EUSTON ROAD, LONDON, N.W.

88, CROSS ST., MANCHESTER.

72, ST. VINCENT ST., GLASGOW.

**Send Free Coupon
for This
Big Offer**

**We give Dealers'
Terms on This 4½
H. P. Armac**



\$100 Puts This 4½ H. P. Armac Motor Cycle in Your Possession

AGENTS' TERMS TO ONE IN A LOCALITY

This offer is for only the **FIRST** rider in each locality. We give the same liberal terms we allow to dealers, requiring only a part payment with plenty of time to pay the remainder. Send for our free catalog today—**now**. Don't wait. Never have you had the opportunity of buying a motor cycle on such terms before, not even if you are a dealer or agent already.

The Armac Bull Dog—the genuine Armac—the peer of motor cycles—now offered direct from the factory. You get the agents' terms on this introductory offer, the same liberal terms we offer big dealers. We want one rider agent in every town. You pay us only \$100 and the Armac is sent straight to you. Ride it while you pay the rest in the easiest kind of payments. **This is our limited offer to you.** The greatest motor

cycle offer ever made. The 4½ Horse Power Armac Motor Cycle at \$225: only \$100 down, and take your time to pay the balance of \$125. If you know anything about motor cycles you **KNOW** that the Armac is the strongest, fleetest, most reliable and most powerful motor cycle on the road. In this motor cycle you get the famous Armac patented leverless double grip control operated from grips by a twist of the wrist. A wonderful motor cycle on wonderful terms. Send for our free catalog today.

Send the Free Coupon Today

where, and for a limited time we allow the agents' terms to one person in every community. And you get the Armac motor cycle with a payment of only \$100. We trust you for the rest. Pay while you ride the machine—any time within six months. Send the free coupon now. Put yourself within an hour of any point 50 miles away—10 miles in 12 minutes—do it easily. Save carfare and many dollars in time. Hardly any cost to operate. Unqualified guarantee. Biggest motor cycle offer ever made. Send free coupon now for our free catalog.

Armac Distributing Co., California Ave. and 19th St.
Dept. 1132 CHICAGO

Just your name and address on the free coupon and mail it to us today. We will send you at once full details of this big Armac Motor Cycle Offer. Remember, we want agent riders every-

FREE COUPON

ARMAC DISTRIBUTING CO.
CALIFORNIA AVE. and 19th STREET
Dept. 1132, CHICAGO, ILL.

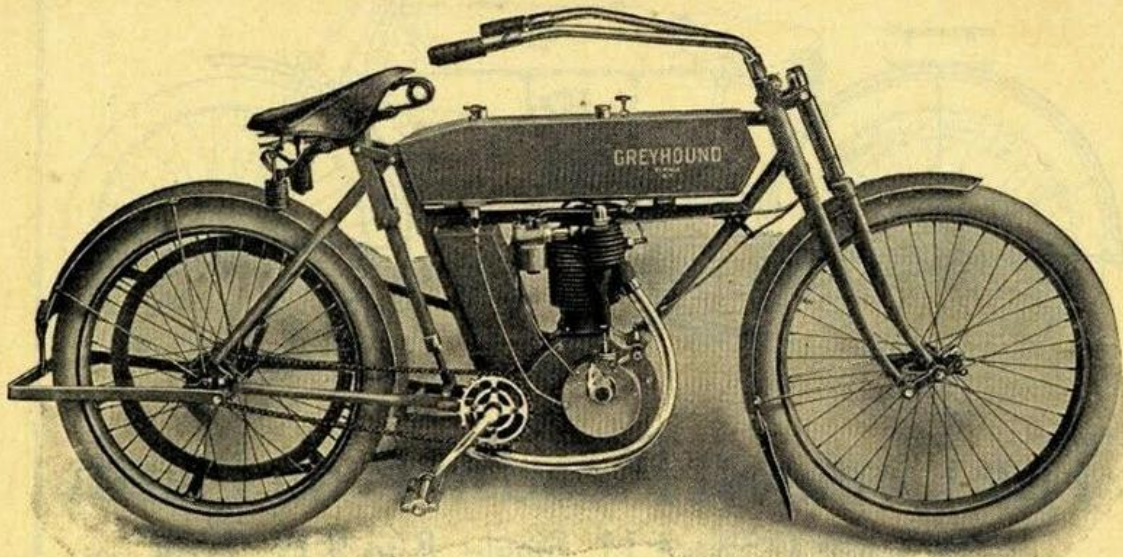
Without any obligations on my part kindly send me your free Armac catalog and details of your Armac easy payment offer.

Name _____

Address _____

Please Mention Popular Mechanics

1910 GREYHOUND



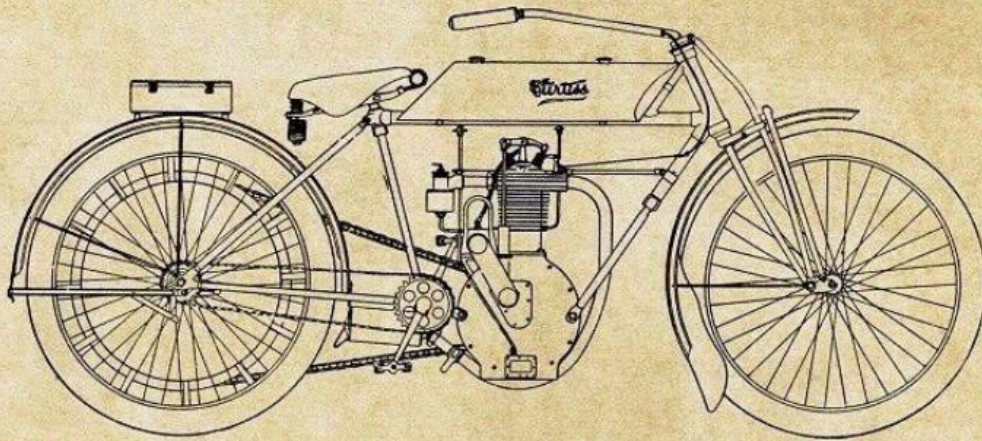
4½ H. P., large fly-wheel in oil-tight aluminum case, double grip control, flat or V belt, combination tank for gasoline, oil, batteries and coil, The Greyhound Shock Absorber and cushion front fork, the greatest of all the comfort devices. Large tool box; wheels, 28 x 2½. Fine lines, best material and workmanship.

Send for full details. Proper inducements to proper agents.

GREYHOUND MOTOR WORKS :: 1453 Niagara St. :: Buffalo, New York

Member Motorcycle Manufacturers Association

SALES AGENTS:—Metropolitan District—The Brown-Dewey Co., 1697 Broadway, New York, N. Y. Chicago District—Whipple, "The Motorcycle Man," 923 W. Jackson Blvd., Chicago, Ill.



The Greatest Roadsters on Earth

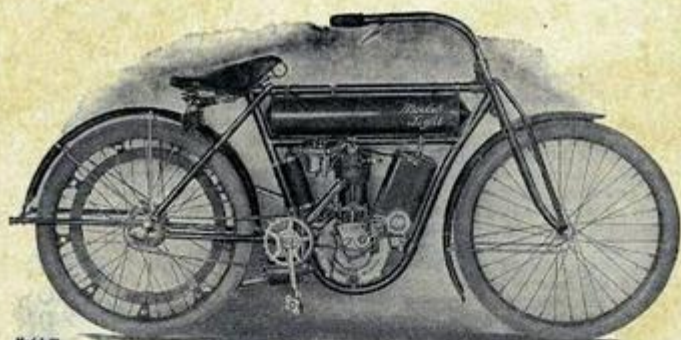
1910 CURTISS—4 H. Single, 8 to 9 H. Twin

The Reasons Why:

Big, powerful, smooth running engines that never falter. A frame and equipment that is unsurpassed for neatness and strength. Mechanically operated valve-in-the-head motors. Large diameter fly-wheels. Off-set cylinder. New "constant level" oiling system. 1½ inch belt. Persons tool bag.

The Herring-Curtiss Co., Hammondsport, N. Y.

Member M. M. A.



Model W
4 H.P. Single
Cylinder

Look for the New 1910 Models of

THE FLYING MERKEL

CHICAGO: Feb. 5th to 12th,
Coliseum Annex, Spaces
134 and 135

AT THE SHOWS

BOSTON: Mechanics' Fair Bldg.,
Mar. 5th to 12th, Dept. F.,
Spaces 581 and 582

The handsomest and most comfortable motorcycle in the world. The only motorcycle with a Spring Frame and Fork.

While the new 1910 models are not radically different from those of last year, we have, however, made some changes in a few details that are of distinct advantage to the rider. Among these are the following: The Carburetor is the "New Merkel Improved." The "Muffler" is of an entirely new design—very small, compact and noiseless. Fitted with cut-out operated by the foot.

The adjustable front pulley has been improved. By a very simple operation the ratio of gears can be changed from 5 to 1 to 4 to 1 or any intermediate on the single. This pulley is in every respect as rigid, firm and accurate in adjustment as one turned from a solid piece.

One of the most popular of our eight different types is the Model W, a 4 H. P. Single Cylinder, supplied either with Battery Ignition or Bosch Magneto. Ask for circular and demonstration.

If "The Flying Merkel" looks good to you, maybe an agency proposition would interest you.

Models and Prices

MODEL A—24-24 H. P., Single Cylinder Battery Ignition only	\$150.00
MODEL W—4 H. P. (30.43), Single Cylinder Battery Ignition	225.00
With Bosch Magneto	250.00
MODEL V—6 H. P. (53.92), Twin Cylinder Bosch Magneto only, Belt Drive	300.00
MODEL V—7 H. P. (60.86), Twin Cylinder Bosch Magneto only, Belt Drive	325.00
MODEL W—4 H. P. (30.43), Single Cylinder Racer, Bosch Magneto only	275.00
MODEL V—7 H. P. (60.86), Twin Cylinder Racer, Bosch Magneto only	350.00

Merkel-Light Motor Co.
POTTSTOWN, PENNSYLVANIA
MEMBERS OF M.M.A.

LA MOTOSACOCHE

REINE DES BICYCLETTES A MOTEUR

Consommation : 2 litres
aux 100 kilomètres.

Grimpe toutes les côtes
de 8 à 10 %.

Variation d'allure
instantanée de 6 à 40
à l'heure.

Vitesse moyenne :
30 à l'heure.



Voiturette

TURICUM

Changement de vitesse progressif par
plateau à friction, donnant toute l'échelle
des vitesses en prise directe ; plus d'en-
grenages.

SIMPLICITÉ - ÉCONOMIE

Classée sans pénalisation aux
RELIABILITY TRIALS de "L'AUTO"
3,000 kilom. sans panne



Cycles S. A. D. I. A.

Fabrication ultra-soignée. Modèles de route, routier léger,
à changement de vitesse par rétro-pédalage breveté.

A
la **S. A. D. I. A.**

SOCIÉTÉ ANONYME
D'INVENTIONS AUTOMOBILES

16, Rue Duret, Paris

ENVOI DES CATALOGUES FRANCO SUR DEMANDE.

THE Highgate Cycle Company,

90, MOSELEY ROAD, HIGHGATE,
BIRMINGHAM. ————— ●

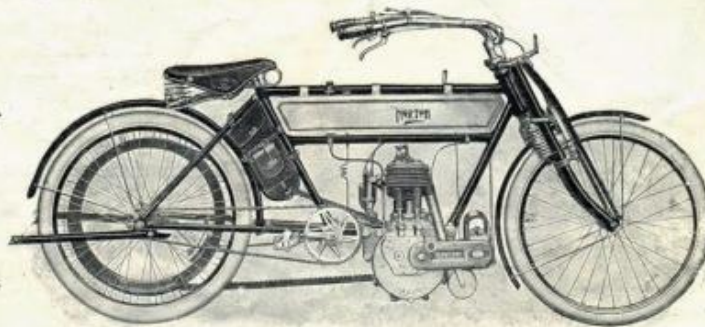
Works: BRUNSWICK RD., BIRMINGHAM.

Branch: 39, Alton Rd., Bournbrook.

3½ H.P.
Single Cylinder
MOTOR
CYCLE.

43 GUINEAS.

Cash or Terms.



5 H.P.
Twin Cylinder
MOTOR
CYCLE.

50 GUINEAS.

Cash or Terms.

WRITE FOR SEPARATE CATALOGUE.

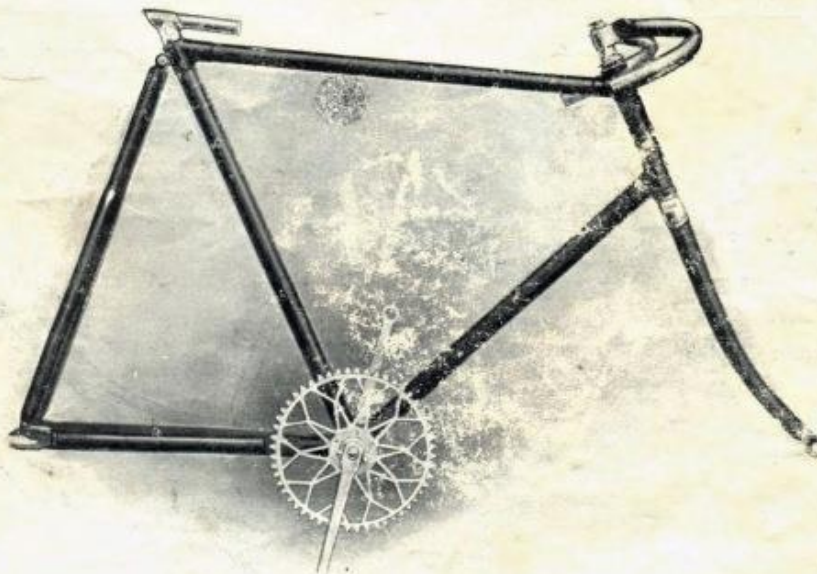
MODEL
'A'
Racer.

Frames built
with Reynold's
Butted Tubing.

Beautifully
Enamelled and
Plated. Lined
in two Colours.

£5 5

Carriage Paid



MODEL
'A'
Racer.

Wheels with Super
Hubs or Taper
Hubs. Rims, Chain,
Speed, Flyer,
Lyceer, etc.

£5 5

Carriage Paid

The "HIGHGATE" Racing Cycle.

CASH OR TERMS.

CASH OR TERMS.

Note Address: 90, Moseley Road, Highgate, Birmingham.

1911

Historical note: A number of 1911 stories refer to “the strike”. In mid summer the National Sailors’ and Firemen’s Union voted for a merchant seamen’s strike. It was based in Liverpool but spread throughout the country and was supported by workers in other sectors, including the railways and road transport. This dispute, also known as The Great Transport Workers’ Strike, has faded from history but it was bitter and bloody. At one point 3,500 soldiers were mobilised in Liverpool; the cruiser HMS Antrim was sent up the Mersey; two strikers, one of them 10 years old, were shot dead by soldiers of the 18th Hussars.

“A MOTORIST WAS caught in a police trap in a fashionable part of London recently—a fact which greatly aroused his ire, and caused him to ponder over the matter deeply. The result of these deliberations led him to hit upon a plan. In the course of his walks during the next few days he kept his eyes wide open and took the number of every policeman who gossiped, as the best behaved policeman will do, with the fair denizens of the nursery and area. Well-nigh 100 poor bobbies were caught in the act, their leave was stopped, and now they swear to catch the informer if he drives at but 20.1mph.”



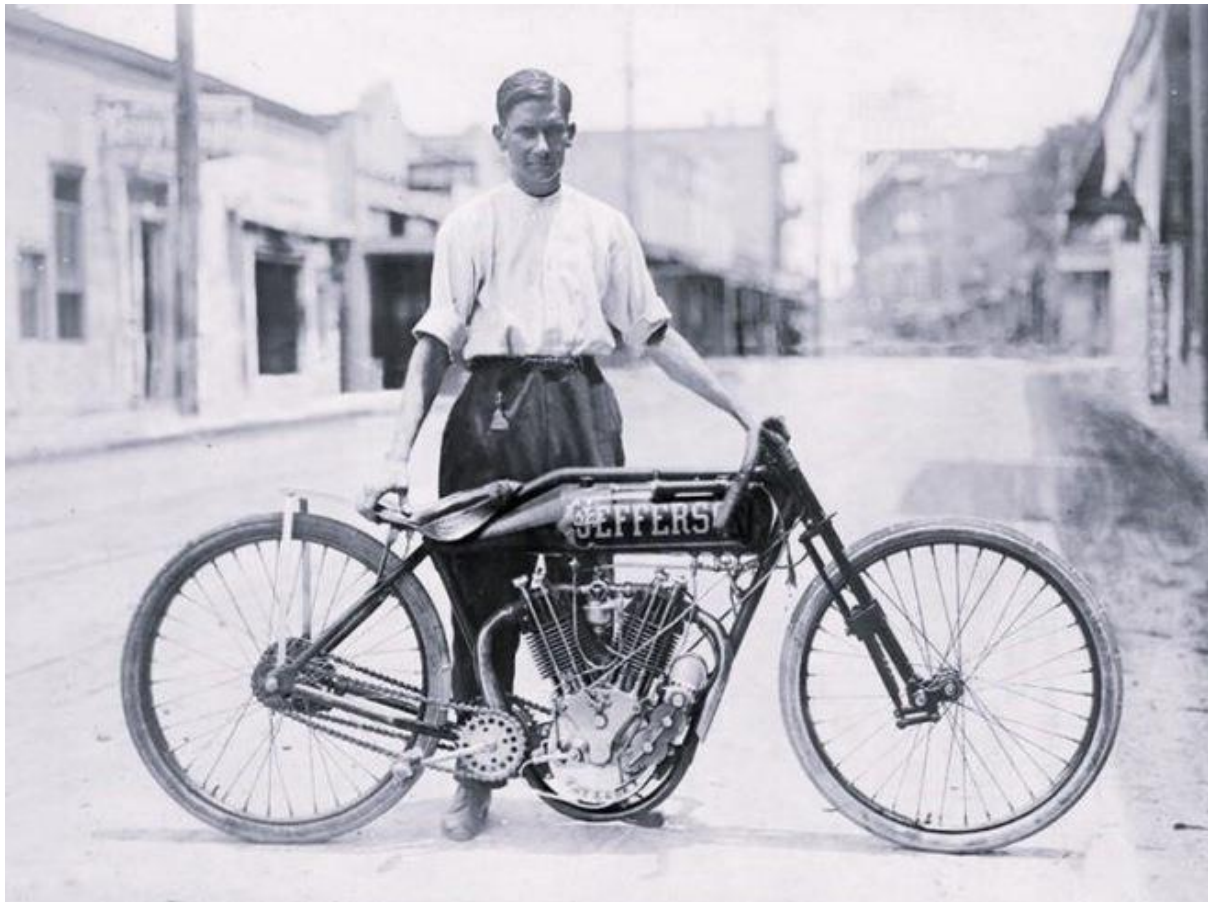
Pictured outside Smithfield meat market, a butcher responded to the transport strike by loading slaughtered sheep onto his Rex combo.



“Lieutenant CJ Janssen, late of the Danish Dragoons, who is well-known to our readers as a rider of a Moto-Reve motor cycle in numerous competitions in 1910, produced last week at the

Oxford a ballet sketch *The Abduction* Those who knew Mr Janssen will be sorry to hear he has had to give up motor cycle riding. Last New Year's Eve he was run over by a taxicab in Copenhagen and had both legs broken. In the cab was Mlle Karina, of the Royal Opera House, Copenhagen. This lady, whom he recently married, takes a prominent part in the sketch above referred to."

AUSTRALIA STARTED the year with 1,805 motor cycles registered on its roads, up from 1,372 in 1910, 955 in 1909 and 305 in 1908. The first event run by the MCC of South Australia attracted more than 50 bikes including three combos. A hillclimb was staged during the run. Triumphs came first and second but third spot went to an Aussie-made water-cooled Lewis.



Perry Mack, having left Harley Davidson in 1906 to produce his own bikes under the Waverley banner, moved production to Jefferson, Wisconsin where he launched a twin-cam ohv twin which he named after his new home. The Jefferson had a claimed top speed of 78mph and proved a competitive racer, but production ceased in 1913.

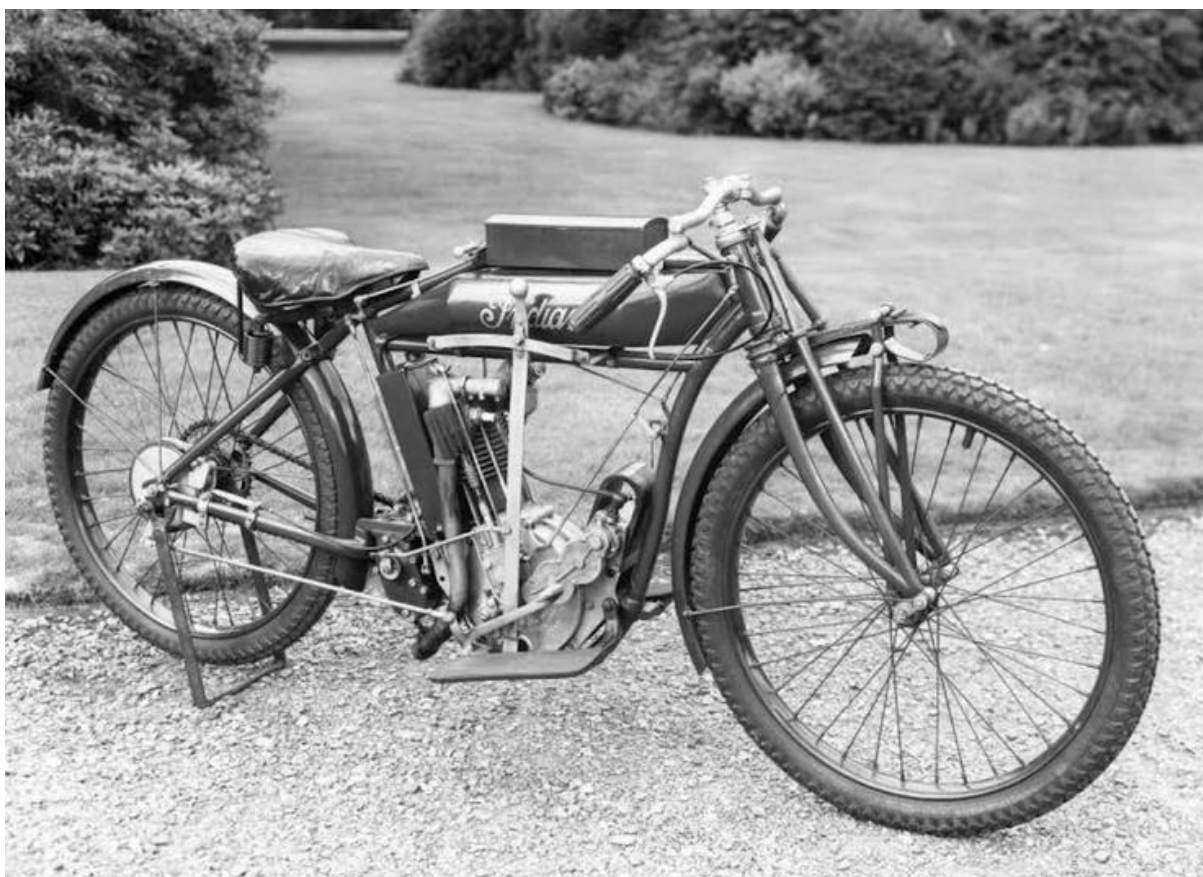


The American 'rear seat tandem' took over from perching pillion passengers on the carrier.

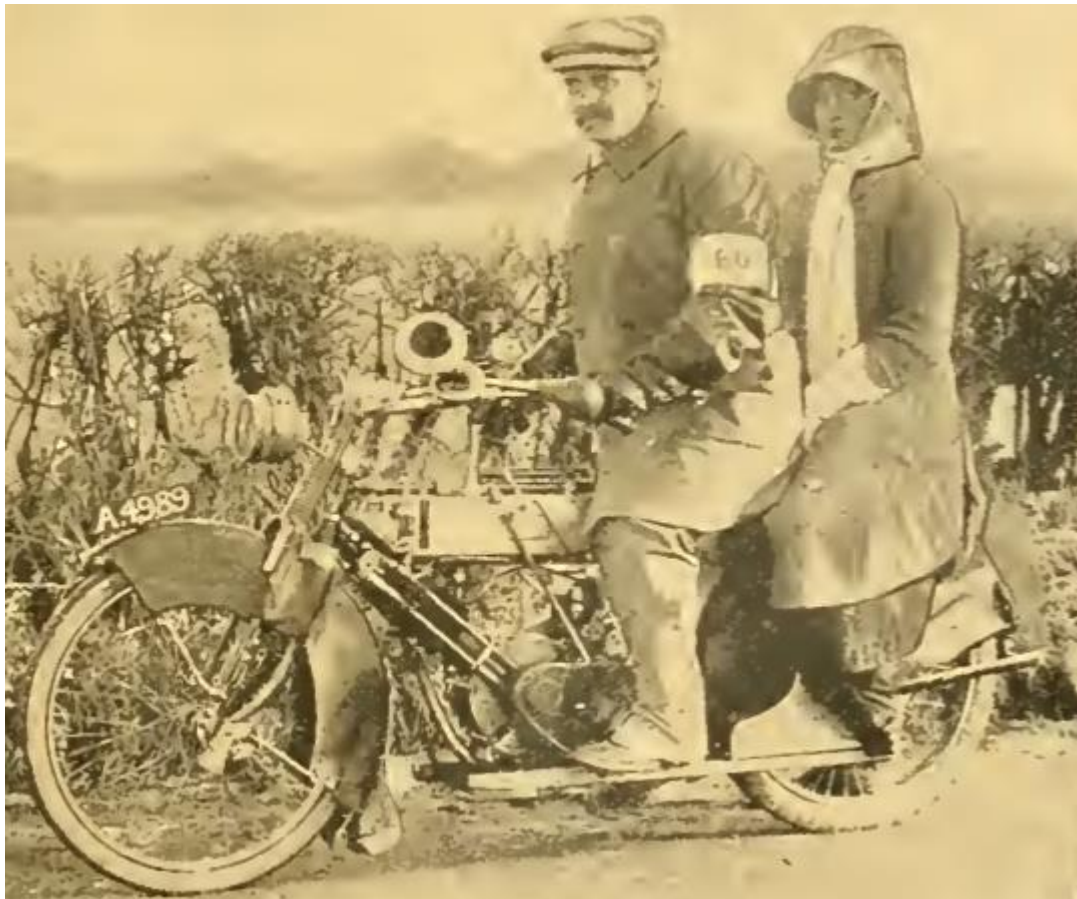
AN AMERICAN correspondent wrote to *The Motor Cycle*: "Tandem attachments are quite common in the States, and to see the fellows starting out on Sunday mornings with a lady on behind is not an unusual sight. The riding is very comfortable on one of these attachments, as the position is about the same as on the other seat. The steering is not any more difficult; in fact, one does not notice the difference at all, except possibly in turning a sharp corner or riding in deep sand."



If you can't take your best girl on your pillion, why not carry a copper? "The above 7hp free engine Indian, built to carry two officers, has just been added to the Cincinnati police department for the suppression of furious driving by motorists. It carries a miniature searchlight for reading identification numbers in the dark, and, of course, a speedometer."

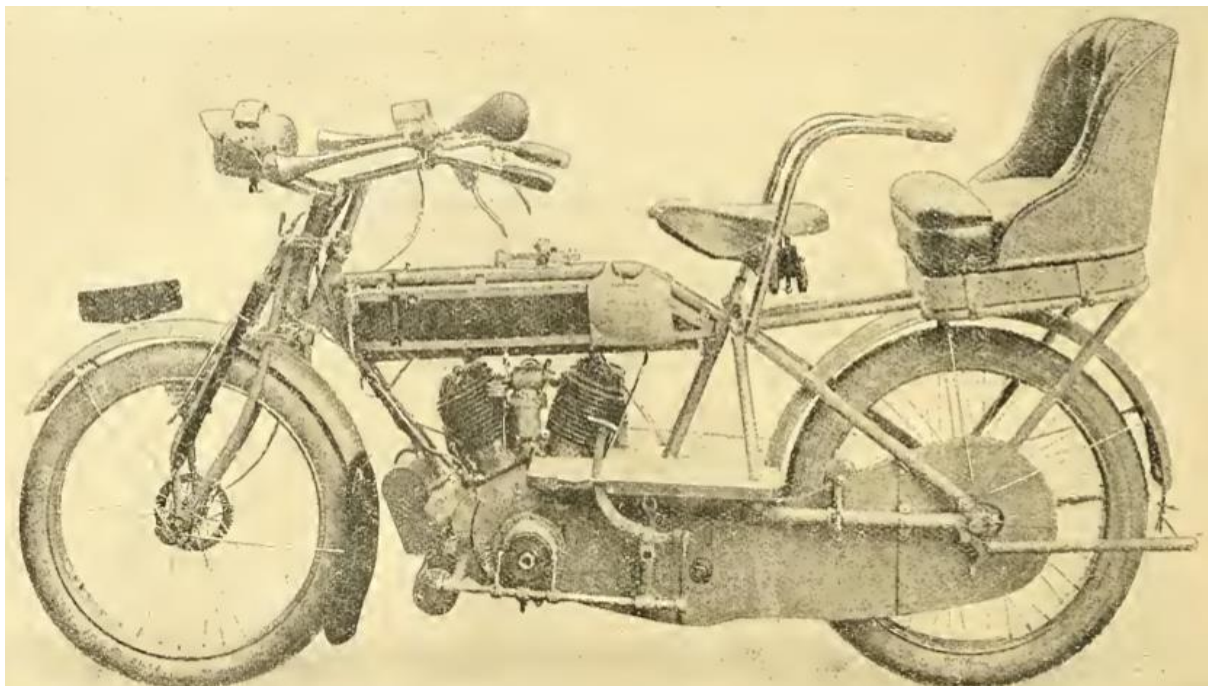


...and here's a likely target for them—this 3½hp Indian one-lunger is clearly built for speed.



Tandem

attachments were winning fans on both sides of the pond. G Hughes successfully rode his P&M in an ACU quarterly trial two-up thanks to a 'rear seat attachment'. His friend, Miss Tomlin, was said to be one of the first pillion passengers in Britain.



This luxurious pillion seat sits on a reserve petrol tank and graces an 8hp Matchless which was built to order for a South African enthusiast. Other features included a Chater-Lea clutch and two-speed gearbox with handle starter, magneto cover, thorn catchers, exhaust whistle, watch

and speedo on the handlebars and, as well as the footboards, an early pair of forward footrests (or, as our colonial cousins describe them, 'highway pegs').

"THE PRACTICE of carrying a passenger on the carrier appears on the increase amongst lady motor cyclists. A Bromley (Kent) lady owner of a Hobart Bird is frequently seen with her sister seated on the carrier of her machine, which is painted an attractive grey. Mrs Hardee of Greenwich, has made several long runs lately in Kent with a passenger, and at the week-end climbed Westerham Hill with a passenger scaling ten stones on her two-speed P&M. She considers it is more pleasurable than driving alone. Another lady was seen riding down Brasted Hill on Saturday after the Streatham hill-climb was over with a male rider on the carrier."



Hendersons of North Shields offered a wickerwork pillion seat for ladies who could not be expected to sit astride a carrier.

"MANY ARE the lessons which may be deduced from the five winter reliability trials held in the North, South, East and West of England last week. One thing in particular has been

demonstrated in no inconclusive manner, and that is that the motor cycle can be relied upon as an all-weather machine in spite of the carping statements of the sceptical to the contrary, and there is every likelihood that the industry generally will materially benefit by the advertisement and the fillip which has been given to the motor cycle by the complete success of all five trials. Grease there was in abundance, but the modern low-built machine provides no terrors in its skidding propensities...It may be observed that practically every machine had side extensions to the front mudguards, some the whole length of the guard, and it was noticeable that a goodly number had fitted belt guards around the engine pulley. Last but not least the variably geared machine scored another triumph. A number of riders failed on hills owing to misjudging the gradients in the dark, others were afraid to 'rush' the hill owing to the grease, but the change-speeders were prepared for all sorts of conditions and crawled uphill and round comers comfortably.



"Mrs

Cheverton, of Newport, mounted on Her Singer Moto Velo. The child carrier at the rear is interesting, for Master Ronald looks quite at home, although the machine was travelling well up to the legal limit at the time the photograph was taken."

"JAKE DE Rosier, America's leading professional, is coming to England this year to compete in the Tourist Trophy Race, and will also attempt to improve upon certain records at Brooklands. De Rosier is the big chief of the Indian racing camp, and is having a 32hp racing machine built with a four-cylinder engine with the object of capturing world's speed records. The engine is in reality a 32hp Indian intended for use on aeroplanes." It later transpired that De Rosier saw the aero engine during a visit to the factory and asked if it could be mounted in a motor cycle frame. It couldn't. As if to put the Brits on their metal de Rosier rode a 7hp Indian round the new Los Angeles track to set a clutch of records including 84 miles 135 yards in an hour.



Giovanni Ravelli at the Gaillon hill climb with his 12hp Peugeot racer that still held the world motor cycle speed record. Ravelli became a decorated pilot in WW1 and befriended his fellow pilot Giorgio Parodi and a mechanic named Carlo Guzzi. They talked of setting up a motor cycle company at the end of the war but in 1919. Ravelli was killed in a flying accident. In his memory Guzzi and Parodi adopted the pilot's eagle that still features in Moto Guzzi tank badges.

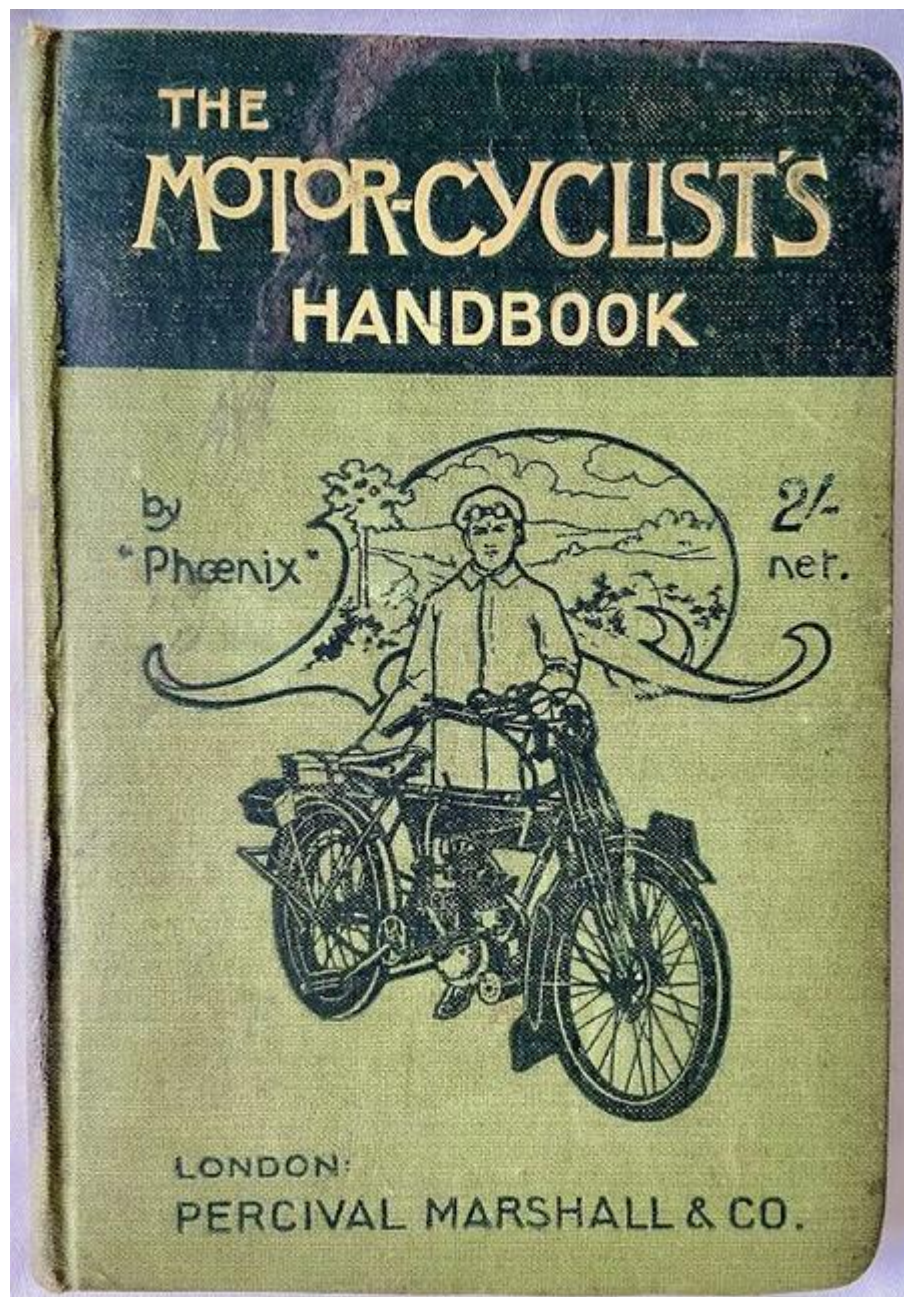
THE ACU launched a five-bob-a-year individual membership scheme. *The Motor Cycle* might be pardoned for its smug reaction: "This decision was gratifying to us, as we first suggested an exactly similar scheme in April, 1908...If our advice had been followed at that time, the ACU might have had a very much larger membership than it now possesses; in fact, it would have had two years' start on rivals who are preparing to give motor cyclists the same benefits and terms that it has so tardily acknowledged as being the only course." Remaining firmly in smug mode, the Blue 'Un also reported: "In connection with the new series of Quarterly Trials we are glad to announce that the ACU has at last adopted our repeated recommendation to send all competitors up the test hills with 'hot engines'. In the past it has been the ACU practice to stop the riders at the foot of the hill and despatch them again singly, but it is generally recognised that the true test of a machine's hill-climbing capabilities is whether it will climb a steep hill on the run and with a hot engine."



The British colonies of New Zealand, Australia, South Africa and Canada were major customers for British bikes. These Triumph riders hailed from Toronto.

THE CAPE Peninsular MCC was established in South Africa, where the most popular marques were said to be Triumph, P&M, Humber, Rex, Zenith-Gradua and FN. A number of riders had also placed orders for the new Scotts.

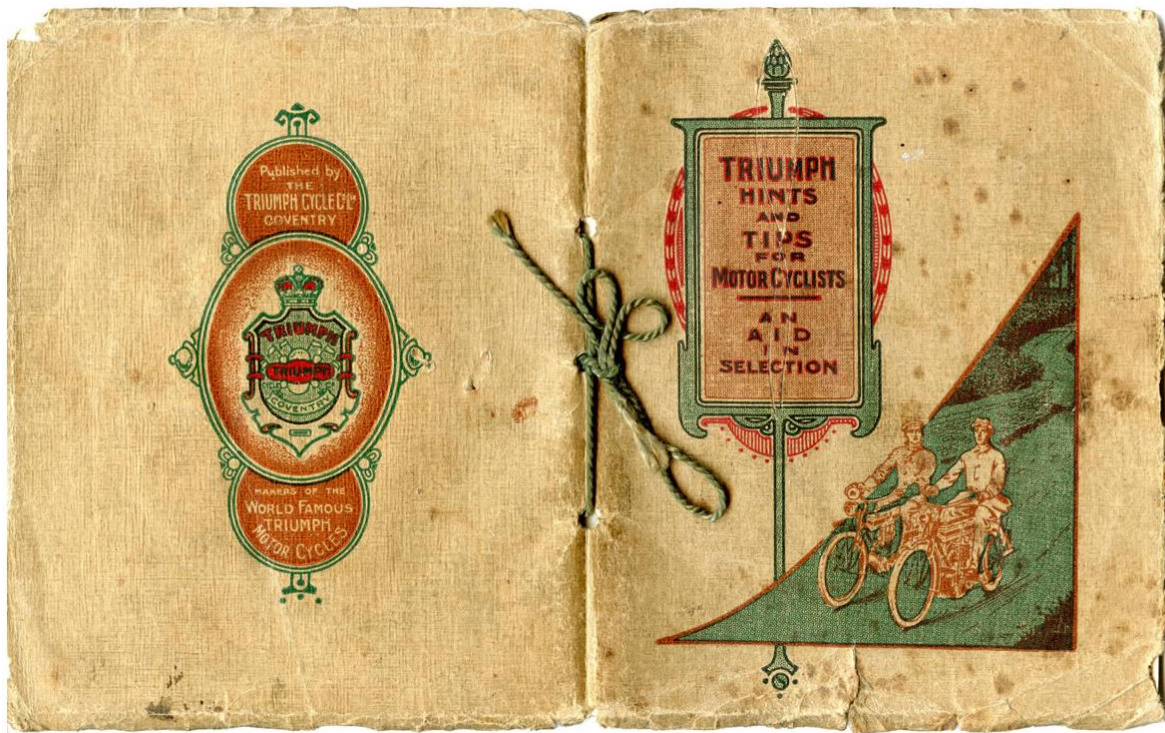
“A ‘BASIC’ patent covering the construction of all motor cycles is modestly claimed by EJ Pennington, and the announcement is made that he is bringing a claim against the Hendee Mfg Co, of Springfield, Mass, for roughly £108,000. Pennington is not unknown to some of our readers. He was at one time located in Coventry and connected with the Great Horseless Carriage Co (now part of the Daimler Works).”



The Blue 'Un and Green

'Un were packed with technical advice, but enthusiasts also relied on self-help books.

THESE EXCERPTS from a Triumph handbook makes interesting reading too:



Useful Hints and Tips for Triumph Riders.



THE FIRST RIDE.—Before taking the machine out for the first time, place the machine on stand, unscrew the cap on tank farthest away from the head of the machine, fill with petrol, using a funnel with a very fine gauze to thoroughly filter petrol (this is not necessary with the 1911 motors as gauze strainers are fitted in tank). Then unscrew cap nearest the head of the machine, and fill with a good brand of water-cooled oil.

Turn on petrol tap which controls flow of petrol between tank and carburetter, and hold up needle valve till the petrol is seen to overflow through a small hole in the top of float chamber. Give engine one charge of oil—instructions on this point of lubrication are given in fuller detail later on, which should be carefully read—inject a small quantity of petrol into cylinder by opening compression and injector taps. Turn off taps.

2



Useful Hints and Tips for Triumph Riders.



Mount the machine while still on the stand, seeing that the ignition lever is fully advanced, and that the air lever is closed, i.e., push this lever back against slot and see that the throttle lever (large one) is about one-third of the way open.

Hold up exhaust valve lever under the left hand, and pedal vigorously. Drop lever, and engine should immediately fire. Slightly reduce the amount of gas and give air to suit, so as to obtain a correct mixture, allowing engine to run for a quarter of a minute only so as to get it fairly warm. These are preliminaries to the first ride, and you will now be anxious to try the machine on the road. Therefore dismount, place stand in position and wheel machine into the road, holding up the exhaust valve. See that levers

3



1,882 Miles in Six Consecutive Days.



To demonstrate the usefulness, capabilities and reliability of the modern motor cycle, Mr. A. E. Catt, an amateur Northampton Motor Cyclist, undertook to travel on his Triumph Motor Cycle, fitted with free engine clutch, 1,800 miles in six consecutive days. As a matter of fact, he succeeded in covering 1,882 miles within the time, averaging over 313 miles a day. Each day, starting from Northampton, his routes lay to Dover and back, via London; to York and back; to Southampton and back; to Chester and back; to Hereford and back (circuitous route); to Caistor and back; never covering the same road twice but for 100 miles.

This self-imposed task was undertaken in the first week of November, 1910, under extremely trying weather conditions, fog, frost, rain, and heavy and treacherous roads being encountered. Previous to this, Mr. Catt had used his machine for 3,000 miles.

The ride was checked by the well-known timekeeper, Mr. D. K. Hall.

This was a most stupendous performance for both man and machine, and is without question, the greatest proof of reliability ever gained by any motor or motor cycle.

22



4,000 miles without a stop.

Thornhill,
May 27 h, 1910.

Dear Sirs,—Your motor bicycle is worth its weight in gold to me. Have done over 4,000 miles without a stoppage till yesterday, and this only due to a burst tube.

J. BAIRD.
M.R.C.V.S.

A. E. Catt, who covered 1,882 miles in six consecutive days, averaging over 313 miles a day on his own 3½ Triumph. The greatest performance ever accomplished on a motor.



How Triumphs Performed in the T.T. Race.



performed with wonderful consistency in the Tourist Trophy Races, as indeed they have done in all Competitions, but their performance this year exceeded all their previous records. In fact, the Triumph was the success of the Race, its performances quite outshining those of any other maker."



The Triumph Team in the T.T. Race, 1910. Eight Triumphs started and were the first eight single cylinder machines to finish. Five of these were ridden by private owners.

20

Not one stoppage in twelve months.



William Street,
Melbourne,
8th March, 1910

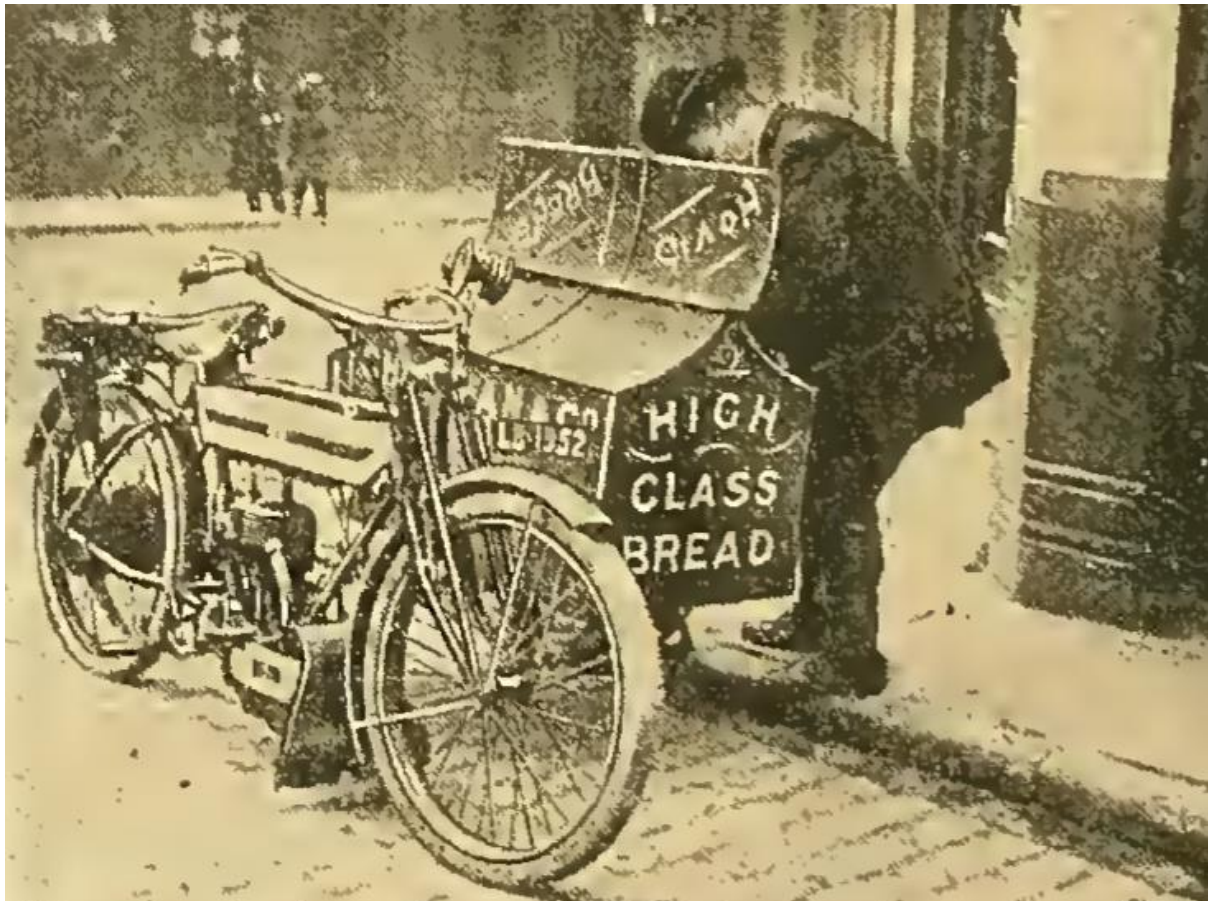
Dear Sirs,—I have just completed my first twelve months of motor cycling, and feel it but my duty to express to you the satisfaction I have experienced in the use of the Triumph machine I purchased from your Melbourne Agents, in February, 1909. I have not had one single stoppage in twelve months due to engine troubles, although in that period I have covered several thousands of miles over all sorts and conditions of roads.

JOHN S. GULLINE.

T.T. Race, 1910. W. Creyton, 3½ Triumph, the first single cylinder rider to complete the course. His speed was almost 48 miles per hour. "Motor Cycle." June 2nd, 1910.



THE ACU's established six-day trial evolved into the International Six Days Trial. Instead of the usual End-to-End route the ISDT was held over tough terrain in the north of England where, yet again, variable transmission was put to the test. Douglas shared top honours with that archetypical northerner P&M; both sported two-speed countershaft boxes. Many manufacturers were fitting three-speed hub gears from Armstrong or Sturmey-Archer. The Sturmey-Archer was described as "a combined hub gear and clutch of great ingenuity". The clutch was engaged by the rider's right foot; gearchanging was by his (or her) left hand.



A baker named Chapman was one of the first users of a tradesman's sidecar to carry his wares round South-East London. Until the advent of affordable vans a wide variety of tradesman's sidecars would be ubiquitous but Mr Chapman had to design and make his own. It was bolted to a Mills-Fulford chassis (he replaced it with a chair for passenger work at week-ends) and hauled by a 3½hp Triumph with Roc two-speed gear and free engine.

TT-MODEL Triumphs flew the flag for the burgeoning British industry with high-profile victories in Italy and Russia (where the race was over 40 'versts', which turned out to be 27 miles).

ALTHOUGH the ACU and *The Motor Cycle* had come out against record breaking End-to-End runs Ivan Hart-Davies made a final End-to-End run in 29hr 12min aboard his Triumph to average over 30mph. Hugh Gibson and George Wray made an end-to-end run on a single-speed 3½hp Triumph outfit in 40hr 47min; the outfit weighed just 300lb. It was later described as "the finest ride on record". Albert Catt rode another Triumph into the endurance record books, covering 2,557 miles in six days. At the end of the ride he was in such a poor condition that he had to be lifted from his motorcycle.

FOLLOWING the success of the Indian twins in Britain, Pierce appointed an agent in Yorkshire to sell its in-line fours; Thor also appointed a British agent. *The Cycle and Automobile Trade Journal* reported: "The Aurora Automatic Machinery Co of Chicago is marketing five models of its well known line of Thor machines." Four of them were 499cc 4hp singles with belt or chain drive and magneto or 'battery ignition'. "The Thor patented belt tightener...allows the belt to be tightened by operating a lever which is placed in a handy position near the seat...The tank capacity is 1¾ [US] gallons." There was also a 7hp V-twin with chain and mag.



The Model M 4hp Thor. "Lubrication is by means of a force feed oiler; ignition is by Bosch High Tension magneto; operated by the Thor patented armature control. This device enabled the rider to start his machine very easily at 5mph." The armature control seems to have been an ignition advance/retard. The Pierce, based on the Belgian FN, was a fine motor cycle, but it cost nearly as much as a Model T Ford.



Here's a contemporary FN.

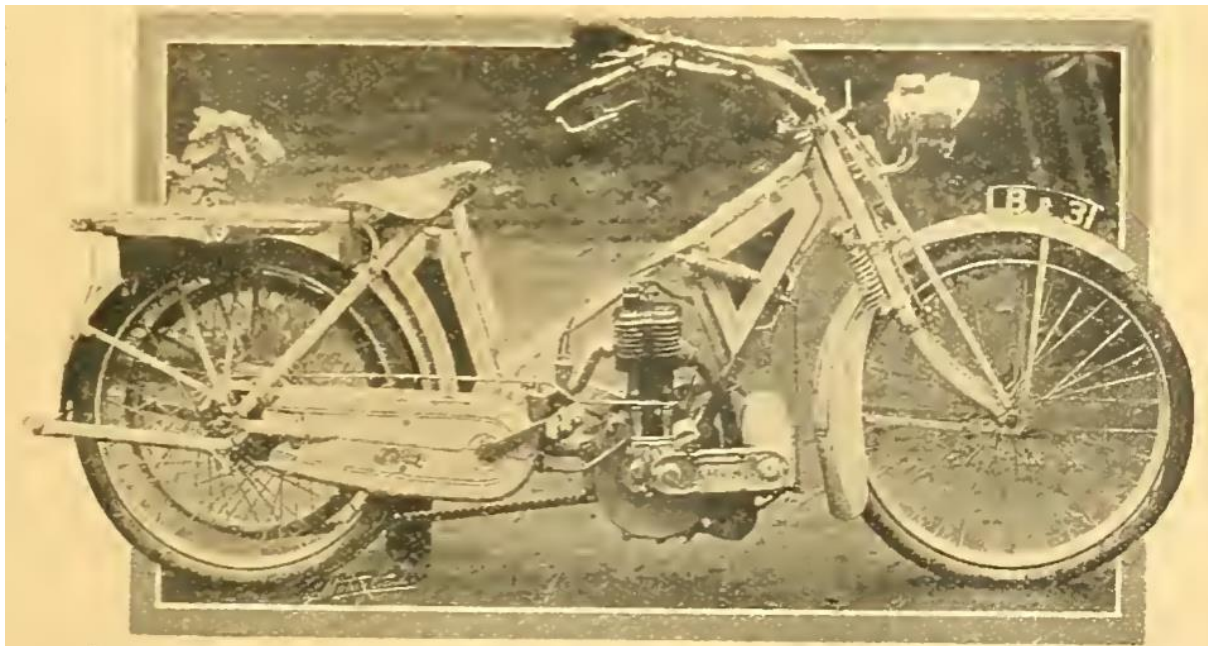


Hot on the heels of the Pierce four, Henderson debuted in Detroit with a hefty 965cc/7hp in-line

four, soon uprated to 1,065cc/8hp, but with only a single speed to its name. The passenger was carried ahead of the rider, harking back to the 'air-bag' passenger design of early forecars.

A WHOLESALE tobacconist in High Wycombe launched a range of 'motor cycle cigarettes' branded Premier, Rex, Triumph and Minerva.

"SEEING A little crowd gathered around a motor cycle in the Upper Street, Islington, on Wednesday afternoon last week, a representative of this journal was much surprised to find it was Miss Lottie Berend and G Brough just arriving from Nottingham. The former had been to take delivery of her new free-engine Brough which our informant characterised as one of the smartest and neatest ladies' motor cycles he has seen, weighing only 140lb for 3½hp. Miss Berend had wonderful control over the machine, taking G Brough for a ride on the carrier.



Miss Berend's free-engine Brough, delivered by the owner's son George, was a good example of a ladies' model. And at 3½hp it could keep up with most gentleman's mounts.

THE FIRST V-twin Brough appeared, made by WE Brough but ridden in a Nottingham road trial by his son George, who clearly developed a love of big twins.

"ANYONE who has never tasted the joys of the open road has yet to live—the road with its freedom, freedom from conventionality, freedom from stiffness and starch, freedom from the claims of city fashion and seaside parade; it is indeed the only place where a man feels he is his real self, where he can throw aside all make-believe and appreciate all that is best within him. Go out with a fancied wrong, or sick at heart, and the new surroundings, with the tonic of the air, enable you to forget sorrows, cares, and failures. The railway train for a holiday! Pshaw! It is prison compared with the joys of the open road."

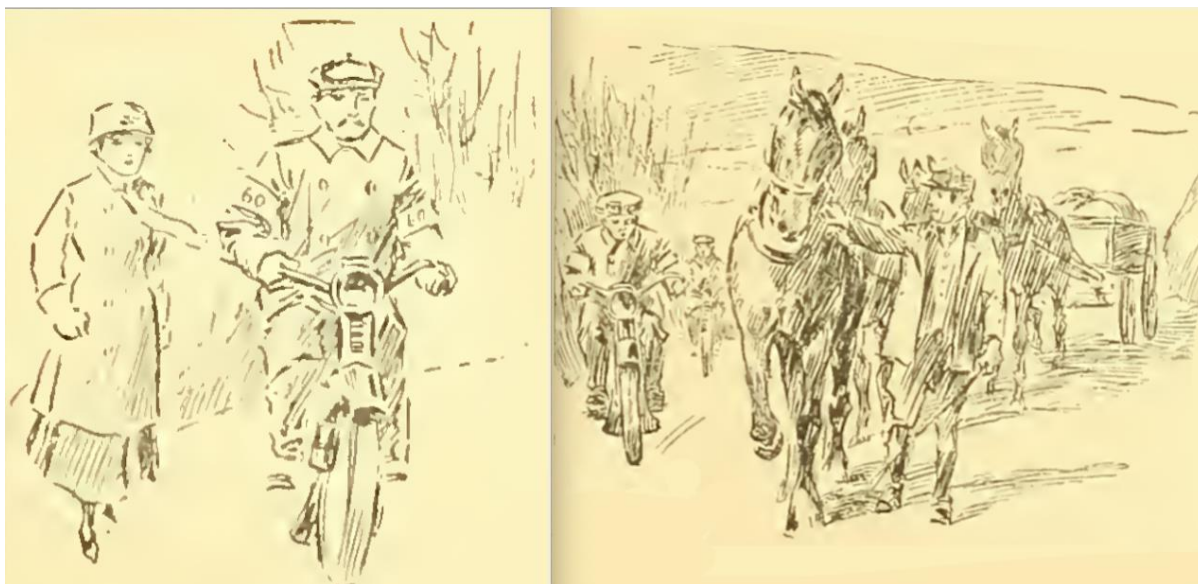


“THE YEAR’S FIRST ACU quarterly trial took competitors from Croydon to Hastings and back...”The weather on Saturday last was all that could be desired, as the day broke fine and cloudless, and soon after the start the heat of the sun became quite appreciable [which, in January, must have been a nice surprise]. Of the sixty-six entrants, W Cooper was the only one not to start, as his Bradbury was rendered hors de combat in a practice spin on Chalk Pit Hill. Outside the Swan and Sugar Loaf Hotel [which, last time I came up the A23, was a Polish grocery emporium—Ed] there is a convenient open space which soon after 8am was packed with competitors, spectators. and officials. Many interesting machines were to be seen. The Morgan runabout, with engine in front and the petrol tank placed conveniently behind, in an accessible position, which at the same time protects the knees of the driver from the wind. Fletcher was there with his Douglas, which bore the seals of the Scottish Six Days’ and the ACU Land’s End to John-o’-Groat’s Trial. The New Hudson with chain transmission, a neat aluminium carburetter shield, and the Armstrong three-speed gear attracted considerable attention. There was also to be seen the latest pattern TAC, with improved front mudguard, luggage carrier, clutch stop, and a new high-tension distributor which is quite impervious to wet. The Clyno was also represented with enclosed chains and the exhaust pipe carried right to the rear. A new comer was the 2½hp Plint, fitted with a little two- stroke engine and carrying the magneto under the bottom bracket. Quite a novelty appeared on the scene just before the start. This was a small machine (not competing in the trial) fitted with a two-cylinder two-.stroke engine with the cylinders placed side by side. The drive was by chain to the counter-shaft and thence to the rear wheel by belt. A gear box was carried on the bottom bracket...From Croydon to the start the road surface was excellent, but the competitors had an unpleasant surprise on striking the foot of Warlingham liill. On turning off the main road and taking the sharp corner to the right, a steam roller was seen looming in the distance, hard at work at the top of the steepest portion. Despite these adverse conditions, and the fact that the surface was mostly muddy and very greasy at the top, the men did really well...A really splendid ascent was made by Philipp on his Scott...we followed the course to the top of Westerham Hill. It will be remembered that the men had to start from the village and take the hill with hot engines, which is an



“FA Hardy marshals the first arrivals before despatching them for Titsey Hill. (Right) F Philipp (two-stroke Scott) ascending Crockham Hill in good form.”

innovation in ACU trials...After Westerham the route continued over undulating country, and several times those competitors who were fortunate enough to possess free engines enjoyed a most exhilarating coast down long gradual inclines. From the summit of a ridge of hills magnificent panoramic views were obtained of the surrounding country...A rise shortly before reaching Lamberhurst was rather more than usually thick with grease, and we observed FW Applebee (3½hp Matchless and sidecar) come to a stand-still three-parts of the way up. We later overtook Greaves (Enfield), Mundy (Triumph), Fletcher (Douglas), and the three Rudge-Whitworths (ridden by CS Burney, VJ Surridge and Alan-Hill) going splendidly. The little Enfield was taking the hills in superb fashion. WO Oldham was driving a two-year-old Vindec and sidecar which would do credit to any owner. The bicycle looked in spick and span condition, and better than some machines only three months old. The going generally was very good, although the roads were somewhat narrow and treacherously greasy in parts. Occasionally the sun would burst forth in all its glory, making matters extremely pleasant. Probably the fact of the conditions being so good overhead had the effect of bringing out hundreds of spectators to cross roads, villages, and hills of more than ordinary calibre. Anyway, certain it is that public interest has never run so high in a Quarterly Trial. There was one more severe climb before reaching Hastings, for although not steep, it is quite a mile in length, and many were the ‘konks’ towards the summit...There was a slight collision at the [Queen’s] hotel entrance, two AC sociables and the Davis Double butting one another. At the luncheon table speculation was rife as to whether Chalk Pit or Titsey Hill would have to be climbed, and quite a number divulged the fact that they had specially low gears (mostly in the neighbourhood of 5½ to 1) in anticipation that Chalk Pit would be selected. It might have been a Spring trial to judge by the atmospheric conditions when the riders were despatched on their homeward journey...For five miles the route hugged the coastline until after passing through Bexhill, the now



The Motor Cycle's artist was among the spectators at the Quarterly Trial: "The lady dismounts to enable No60 to reach the top of Westerham." (Right) "On Westerham an awkward obstacle."

familiar ACU arrows pointed due north to Ninfield and Gardner's Cross...We were much amused at a little incident we observed. Stanley Webb, who was a travelling marshal on his Bradbury, stopped to light two cigarettes, then hurriedly hopped on again and caught up his friend HA Cooper, a competitor, and handed a cigarette to him. Wilson tried conclusions with a dog on his three-speed TAC, but dextrously avoided a fall. Unfortunately, Wilson lost his non-stop certificate by his stand falling down. Uckfield and Hartfield were passed without incident, and we particularly noticed an AC sociable climbing a long hill on top gear with comparative ease. Soon after leaving Hartfield we came upon WS Stagg, who in mistaking a turning and endeavouring to regain the right road had knocked a lamp-post over, and considerably damaged his AC. The surface of Crockham Hill was in a heavy state, which accounted for one or two failures...Returning to Limpsfield the competitors stopped just for sufficient time to allow them to get a cup of tea, provided by The Motor Cycle, and were then sent singly on to Titsey Hill. Here a goodly crowd, even greater than that at Westerham, had assembled to watch the competition. Among the spectators was Colonel Holden, who is a vice-president of the ACU, and one who is always anxious to do what he can for the motor cycle movement...From the top of Titsey Hill the run back to Croydon was practically all on the down grade. At Warlingham the police appeared to be active...thanks to excellent marking by the ACU, helped by willing local motor cycling clubs, it was so well indicated that it was almost impossible for competitors to lose their way...Here we have a trial held in magnificent weather in which there are 65 starters. Of these only 30 show a clean sheet, 29 had trouble, and six retire, and yet we are asked to believe that these trials are not needed. Thus ended the most successful quarterly the ACU has ever held." J and AJ Stevens and Henry Morgan were among the 30 contestants to enjoy non-stop runs. The published results included notes of what happened to the rest of the field. Here are some excerpts: AJ Luce (8hp Bat), "Stopped to get warm!" H Reed (3½hp Dot), "Dismounted on four hills, obstructed on one." GL Fletcher, (2¾hp Douglas), "Gear slipped into neutral, Titsey." G Griffith, (2¾hp MR), "Dismounted Warlingham and Westerham, lost way." H Hodgetts (1½hp MR), "Out of petrol, dismounted Crockham, Titsey police stop." FW Arrow (3½hp Premier), "Broke belt near Limpsfield." JR Brown (3½hp Lincoln-Elk), "Broke ht wire through machine falling in hotel yard." FW Applebee (3½hp Millennium and sidecar), "Several stops, exhaust valve stretched." J Davis (8hp Davis Double), "Broke petrol pipe entering Croydon." FH Stevenson (8hp

Matchless and sidecar), “1 hr stop, choked petrol pipe near Westerham, ran out of petrol near Hastings.” AC Huskinson (5hp Vindec and sidecar), “Impeded Westerham, tyre trouble, choked petrol pipe.” WS Stagg (5-6hp AC Sociable), “Retired, collided with lamp-post.”



“The last hill, twilight, the crowd of motor cyclists following up...everybody’s question: ‘Is it to be the Chalk Pit Hill?’...The Douglas up the hill in good form.”

“Can the Scott Climb Hills? One hundred ascents of Sutton-Bank were made by Frank Philipp, riding a 3¾hp two-stroke Scott.”

“THE MANX House of Keys has decided to abolish the speed limit for motor vehicles by a large majority, members denouncing the limit as absurd and useless. This action followed the rejection of a proposal to increase the limit of fourteen miles to twenty.”

MUSIC HALL artiste Ernest Frasetti, became the first ‘sidecarist’ to climb Arthur Street, Edinburgh which, at its steepest, was a precipitous 3½:1. His 7hp two-speed Indian and Mills-Fulford sidecar carried two passengers, a total load of 36 stone. They tied cord round the rear wheel to give increased grip; the stand was left to drag along the ground to act as a sprag in case the engine stopped. Which it didn’t.



Frasetti’s climb... you can almost hear them willing the combo up the hill. Note the rear stand dragging along as an emergency brake.

“THE BODY which represents the interests of the motor cycle trade rejoices in the title of ‘The Motor Cycle Section of the Cycle and Motor Cycle Manufacturers’ and Traders’ Union, Ltd...The title is strongly reminiscent of the following word we noticed written in a German railway carriage: ‘Der Konigherbayerischerstaalseisenbahngesellschaft’... Perhaps our readers would

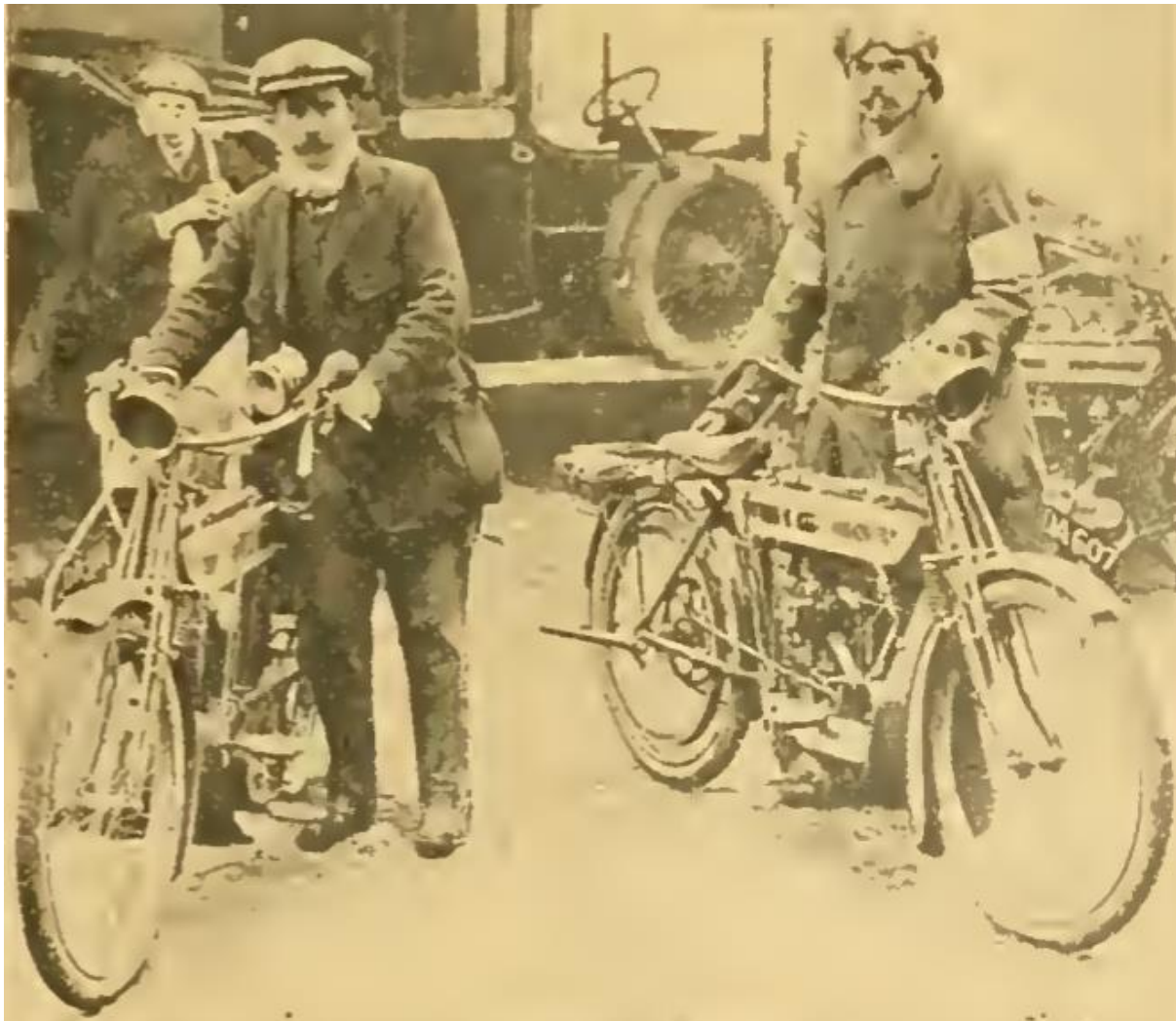
be in a better position to realise the good work it does were we to refer to it in future, as we propose to do, as 'The Motor Cycle Manufacturers' Union'."

LA REVUE de l'Automobile summed up the French attitude to motor cycles: "The public, which is not stirred up in the matter, disinterests itself generally from the subject."



The Boys' Realm seemed determined to deter their young readers from motor cycling.

“TEN YEARS hence, if we are to believe all we are told, so extensive will be the improvements in the motor cycle that the conversion to its use of practically every able-bodied person who now rides a push-cycle is inevitable. We shall welcome the recruits, but are we wise in sighing for the time when the motor cycle will be a ‘perfect’ machine? It is not unreasonable to suppose that the attainment of absolute perfection will bring deterioration in the sport, for there will be no call for the exercise of that skill, nerve, and endurance, without which our pastime would be robbed of its chief attractions, and the keenness which is now so robust would slowly, but no less surely, fall into decline.”



Joe (left) and Albert Jack Stevens with the 2¼hp two-speed Ajays on which they both achieved non-stop runs in all four ACU Quarterly Trials.

“THERE IS a small amount of satisfaction to be gained by knowing that a part of the taxation levied upon motorists is in future to go towards the upkeep of the roads, but no one knows why other users of the King’s highway, such as owners of cycles, horse-drawn vehicles, and horsemen should get off scot free.”

“AN EVENT unique in the annals of motor cycling took place in Halifax last week and attracted a curious throng of spectators. The spectacle was a motor cycle wedding, the contracting parties being Mr Harry Booth and the bride Miss Hetty Nicholl. The bridegroom is an enthusiastic member of the Halifax MCC, the members of which turned out to the number of twenty on their motor cycles, nearly all with sidecars attached and some sort of decoration. The bridal sidecar

was decorated with flowers and had a windscreen. The ceremony over, all was laughter and confusion. After a photograph had been obtained, the noise of twenty engines resounded in the air, and bride and groom leading the way in a hail of confetti, the procession filed through the main streets of the town. Later the happy couple left for London."



Was this the first motor cycling wedding? Bride and groom, both from the Halifax club, rode to the registry office on his combo, the bridesmaids arrived in sidecars, their clubmates' bikes were suitably decorated, and everyone had a high old time.

J HEALEY OF the Dublin & DMCC rode to Belfast and back in six days running to set an Irish record of 1,290 miles. His Rudge Whitworth didn't miss a beat, averaging 108mpg and 20mph, despite having to deal with seven punctures, four of them in a single day.

MORE THAN 400 enthusiasts gathered in Richmond, Yorks for the fourth meeting of northern motor cyclists. Organisation of the event had passed from the Middlesbrough MCC to the Northern League of Motor Cyclists. Among the clubs represented were Leeds, Middlesbrough, Sunderland, Bradford, Hull and East Riding, York County, Ilkley, Ripon, Doncaster, Pontefract, Pocklington, Scarborough, and Hartlepool; 130 clubmen sat down to lunch in Richmond Town Hall. Welcoming them, the Mayor, Cllr A Currie, admitted that he had yet to ride a motor cycle but "after seeing that so many ladies had come to the meet in sidecars and also one on her own motor cycle, he thought that he might do far worse than begin to take lessons". The mayor then presented various trophies for Northern League events. A member of the Harrogate club was elected chairman of the planned 1912 rally and Mr Bullus of the Bradford MCC spoke about the "respective positions of the Northern League and the ACU". He hoped that in the near future all differences between them would be amicably settled. On the question of the suspension of riders who competed in Northern League events from entering ACU competitions, he had been hoping that a reconciliation might have been effected before the opening of the present season. He did not think that the ACU was strong enough to deal with the question effectively and could not see that the difficulties would be settled at an early date, concluding: "The League must go on and there is no reason, so long as sufficient support is forthcoming, why it should not grow into a very big organisation...there is no doubt that it is due to the formation of the Northern League that the ACU has brought its prominent trials and hill-climbs into The North, and it is a great pity that there should be a split in the camp."



The annual meeting in Richmond York had evolved into a rally for Northern League clubs: more than 400 bikes filled the market town. Some of the clubmen were pictured at the Market Cross.



This superb colourised image just arrived from mon ami Francois who has supplied most of the pics in le melange. He reports that it was taken in Yorkshire; I reckon it shows riders at one of the rallies he;d in Richmond from 1907 onwards that led to the formation of the Northern League.



This image came in at the same time it's interesting to see a less formal pic from the Richmond rally.

THE MCC's fourth London-Land's End-London jaunt for the Jarrott Cup, donated by club president Charles Jarrott, used its toughest route to date with more demanding hills, which is probably why it attracted more entrants. The first of 70 riders left Staines at 3.50am. The weather was reasonable but, as well as the usual punctures and minor repairs, many riders were delayed at a level crossing in Lostwithien by a passing fish train; there was also a tailback in St Austell caused by a traction engine hauling four circus wagons. The return run started at 5am. AJ Stevens (yes, that AJ Stevens, on the AJS named after him) had to repair 10 punctures in the first few miles. One of the other Stevens boys retired at Tavistock with terminal tyre troubles. Once the fog cleared up the run back to London was sunny with a following wind; 37 riders made it to the final checkpoint at Hounslow Tram Terminus in the allotted time. AJ Moorhouse (7hp Indian) won the cup; WB Gibb (2 $\frac{3}{4}$ hp Douglas) won the lightweight prize; Frank Smith (6hp

Clyno) won the sidecar cup. Twenty riders won gold medals, 10, including Oily Karslake on the *Dreadnought*, won silver.



The first six arrivals at Lands End (left to right): W Pratt (3½hp P&M), H Karslake (4hp Dreadnought), GT Gray (3½hp Rudge), P Phillips (2¾hp Douglas), W Douglas (2¾hp Douglas) and V Olsson (8hp Oxted-Jap). NB Oily Karslake's home-brewed Dreadnought was eight years old which, in those pioneering days, was enough for it to be described in the contemporary report as 'an old stager'. *Dreadnought* is still going strong.

THERE WERE 56 competitors in the 124-mile Marseilles-Nice road race. First heavyweight past the post was a 9hp Rene Gillet in 2hr 59sec; first middleweight was a Magnat-Debon in 3hr 18min 5sec; first lightweight was a Motosacoche in 4hr 11min 24sec.

ANYONE WHO has hopped about trying to pull overtrousers over riding boots at the roadside will be glad to hear it's not a new problem. Ixion, of course, summed it up beautifully: "Will the motoring tailors and outfitters please engage as their next season's model somebody who is not ashamed to own an honest boot? I fancy they at present build up the original idea for the creations with which they garb us on a wax dummy with pedalling extremities of the dancing-pump size. I am speaking chiefly of legging overalls, and let me say at once in all honesty the profile of these garments leaves nothing to be desired. I positively swoon with vanity when I see my shapely calf swelling out one of these creations. But I advisedly say 'when', for, as a rule, long before I have insinuated my leg down the prettily cut portion designed to fit my calf, my boot has burst the way out at the far end into a streaming mass of rents and ribbons. I am of a destructive nature, and enjoy the sound of ripping fabric as much as most men; but I am also parsimonious and grudge too frequent pressures of this kind when I am asked to pay—where is the bill?—15s 11d a time for it. The tailors ought to allow an extra reef over the instep." Wise words—108 years later we're still in need of bigger gussets!

THE SECOND Inter-Team Reliability Trial & Hill-Climb, staged by the motor cycle section of the Herts County Auto Club, attracted 44 enthusiasts on a 400-mile run from Barnet, Herts to Harrogate and back. Individuals competed for silver cups; teams from Herts County, NW London MCC and North Middlesex MCC competed for the Service Cup. For the first time there was a Ladies' competition (restricted to open-frame ladies' models)



Women competing in a motor cycle reliability trial? No wonder the gentlemen of the press went wild.

with a cup presented by *The Motor Cycle*. Four women took part, arousing a lot of attention, including stories in the national press. The Blue 'Un reported: "The interest was sustained throughout the event and in Biggleswade [a checkpoint on the return run] several policemen had to keep curious sightseers from swarming round the ladies." The female riders were Mrs CC Cooke (3½hp free-engine Triumph); Mrs H Wade (3½hp two-speed Scott); Miss Lottie Berend (3½hp free-engine Brough); and Miss Rose Hammett (2¾hp two-speed Douglas). Mrs Cooke won *The Motor Cycle* cup, the other three were given 'souvenir medals. The Herts County team won the Service Challenge Cup. Three of the four women completed the course: Adelina Wade, beset by lubrication problems and punctures on the road south, spent the night at the Red Lion in Buckden and reported: "I feel it only right to speak highly of Mr Robison's garage at Buckden, where all cyclists will find a capable man who is very obliging." With her Scott fixed she made her way home via Marlborough, Swindon and Gloucester, concluding "...and a more enjoyable ride I never had". Miss Hammett told the Blue 'Un: "It was a pleasure to note the sporting spirit displayed by most of the competitors. If anyone was held up by some little derangement, help was forthcoming at once, whilst the ladies were given as much room and as little dust as possible. I very much hope that the fact of the four lady motor cyclists who started all reaching Harrogate, three returning to Hatfield to time, will induce more ladies to take up the pastime." And cup winner Margaret Cooke said "Personally, I had not been on a machine for over five months, and only received mine from the makers the evening before. Hence, it was rather risky undertaking a long journey, but, thanks to my trusty Triumph, I am back again safe and sound, ready and fit to undertake a similar



The Herts hillclimb attracted more than 100 entries. Winner of the open class was S Crawley (3½hp Triumph), aged 18 and weighing six stone.

journey if necessary. The first day's run was uneventful, except for a burst inner tube, which was soon remedied by the fitting of a butt-ended Michelin. The second day's accident was much more lively, for the pillar tube snapped across. This was a more serious matter. However, by the aid of straps I was able to ride the remaining 100 miles to the finishing point." It was subsequently noticed that a good number of riders completed the 26.5-mile course within a minute of the set time—"and it is a strange fact that some competitors who rode last year with watches were more accurate in their reckoning this year without any assistance at all".

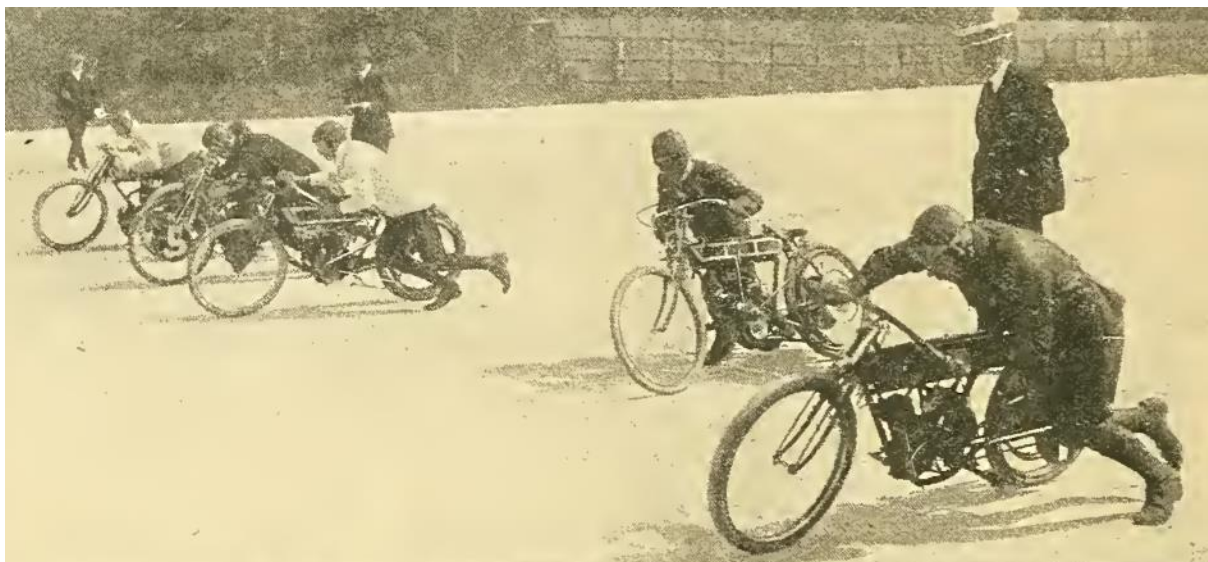


Herts club marshalls were kept busy at the Doncaster checkpoint.

IXION WROTE: "My weekly postbag continues to bring me denunciations of the Auto Cycle Union, and as some of the letters exhibit a lamentable lack of public spirit, much muddled thinking, and a yearning for impracticable ideals, I desire to comment on some of the commonest criticisms." Having torn the complainers off a strip he concluded with a withering denunciation: "Certain private owners desire to secure cheap meals, complicated organisation, and a gold medal at a total cost to the ACU of perhaps £5 per entrant, in return for a dollar fee." [A dollar, as any Londoner of a certain age will know, is five bob.] "Such gentry are cadgers, not sportsmen; and their proper place is in the queue at a pauper soup kitchen rather than in an ACU trial."

"ON THE occasion of a visit to one of our latest 'Dreadnoughts' we saw stowed away above the torpedo flat two Douglas machines and a Triumph."

"SOME DAY we hope the Legislature will give motorists the credit for possessing ordinary intelligence and abolish speed limits, leaving offenders to be punished in the same manner as other road users, viz, by the ordinary law of the land. At present the poor motorist is liable to both ordinary and special measures, the latter being quite unnecessary."

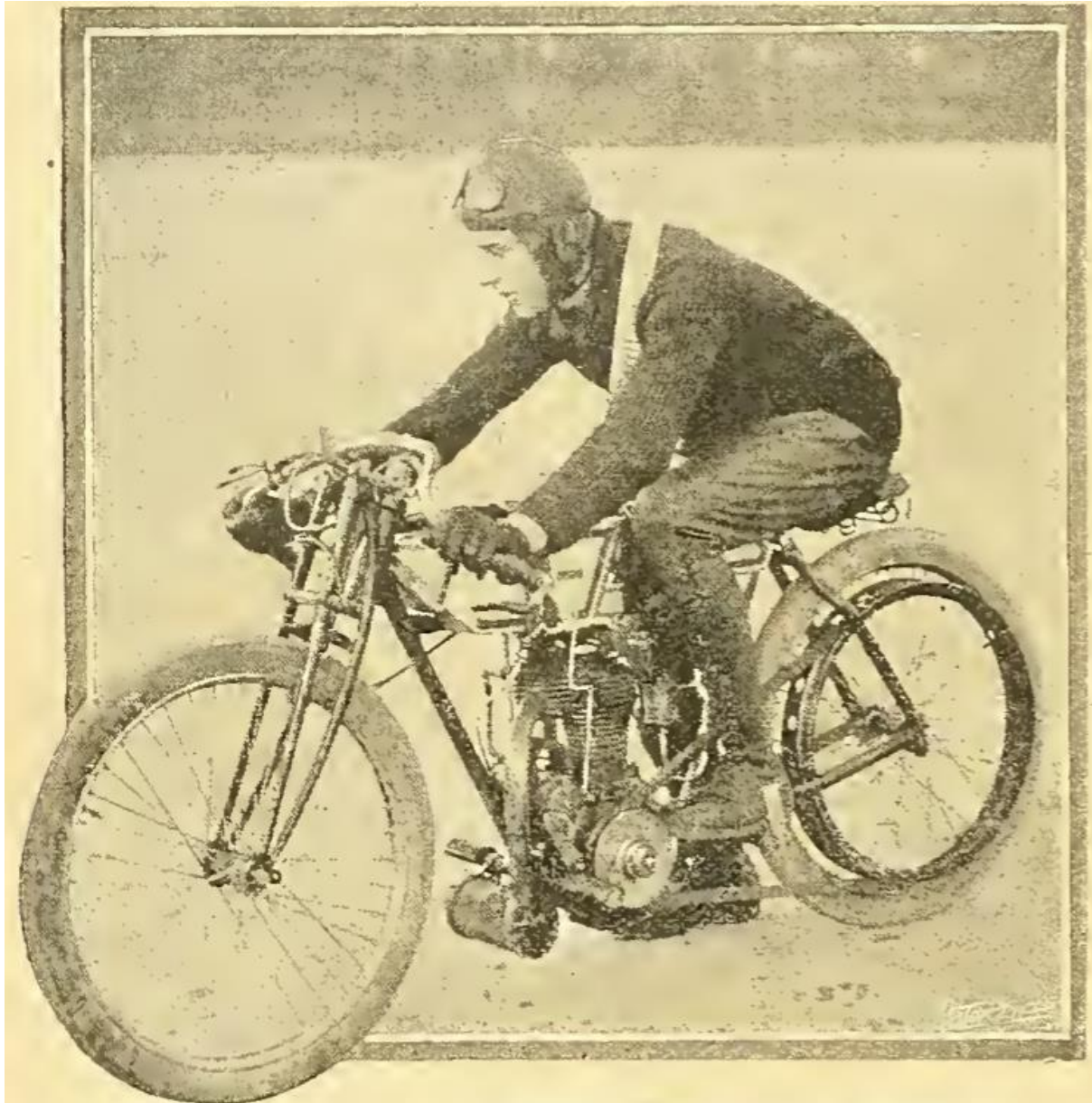


They're off! Nearest the camera are HV Colver (twin Enfield), GE Stanley (2½hp Singer) and S Wright (2¾hp Humber) at the start of a BMRC one-hour Junior TT race at Brooklands. It wasn't their day. Stanley's Singer refused to start; Colver dropped up with an oiled-up plug and Wright was stopped by a rear wheel puncture. OC Godfrey made his first outing on a 299cc Zenith-Gradua-JAP and won, having covered a record 54 miles 726 yards in the hour. Runner-up was P Wetherilt (299cc Zenith-Gradua-JAP); Colver was third.

ESSEX RIDER Arthur Knight was hauled before the beak at Clacton by the Society for the Prevention of Cruelty to Animals for "cruelly ill-treating a dog by squirting an irritant fluid into its eyes." Knight was out on his bike when a dog "ran out of a house and followed him for a considerable distance, barking all the time". He used his trusty water pistol to spray the beast with diluted amonia. After telling the court that he was "constantly troubled by dogs running after him" the rider was dismissed on payment of the vet's bill and court costs.

VICTOR SURRIDGE rode a 3½hp/499cc Rudge round Brooklands for an hour and covered 60 miles 783 yards: "Surridge, his helpers, and the timekeepers were at Brooklands about 3pm...but, owing to the heat and glare when riding round the track, a start was not made until

after tea...[he] covered the twenty-second lap in 2min 27.2sec which is at the rate of 66.47mph—the fastest lap ever done on Brooklands track with a 500cc engine...His last two laps were covered at be rate of over 65 and 66mph respectively. This proves how well the engine was running...This machine is fitted with an engine the same in all respects as those supplied to the public, as the Rudge firm makes a particular point in adopting all the improvements which are the result of extended efforts by their staff of test riders at Brooklands.”



Victor Surridge lapped Brooklands for an hour and smashed the 60mph barrier.

“THERE IS no doubt that the lady motor cyclist has arrived, nor has she advanced timidly into the limelight. She is a fact, and nothing less. Let us take a look at her as she stands by her mount. She is clad in a businesslike, dark-coloured divided skirt, with a jacket to match or a woollen ‘golfer’, and her hat is sensibly compact, plain, small, and smart. All about her is a practical air of efficiency which at once gives the impression that she is complete mistress of the machine she rides. And this is true enough. She can wrestle with



“The lady motor cyclist has arrived.” This rather fine snap was captioned: “Mrs WB Gibb (Dougias) and Mrs Baxter (Rex), who competed in the hill-climb at Lansdown Bead, Old Weston, near Bath. Mrs Baxter had ridden from Liverpool for this event.

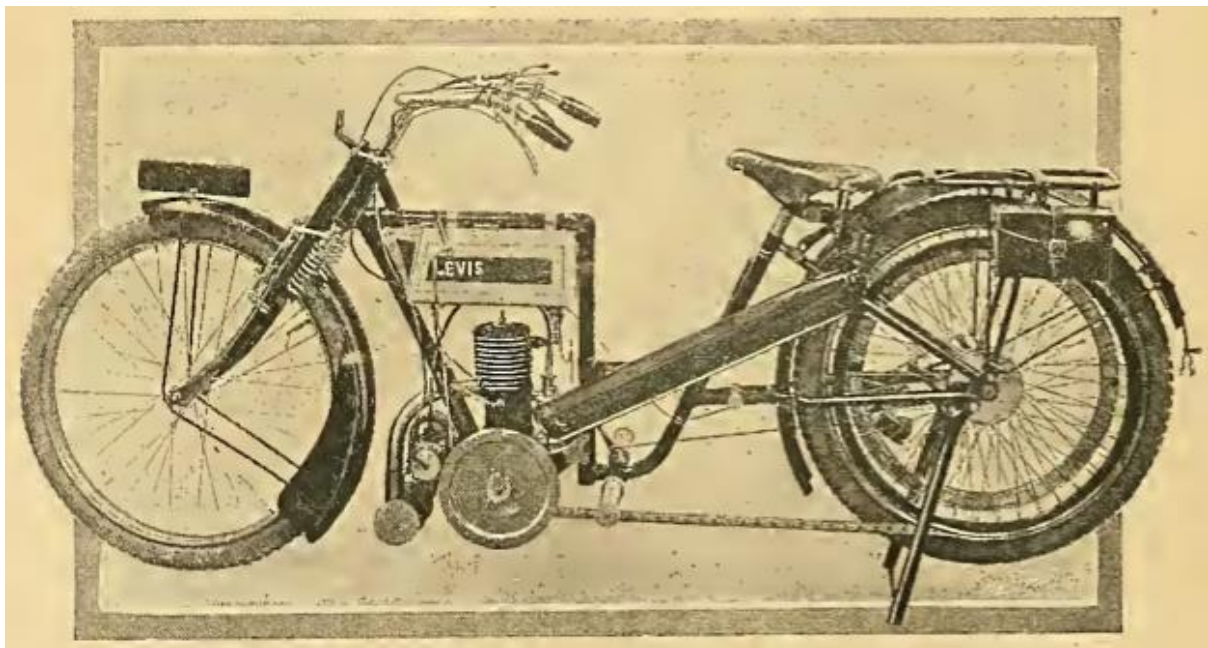


Mrs Baxter subsequently went head to head with her sister-in-law, Miss Baxter, in a mile pursuit race at New Brighton, both mounted on 3½hp Rexes. Mrs beat Miss by 100 yards. Right: Mrs Pilkington was a new convert to motor cycling.

a stiff outer cover, argue with a refractory carburetter, or minister to a slipping belt, with the best of that sex to which she has until now been obliged to look for assistance when the wielding of a spanner has been necessary...Manufacturers have begun to build special ladies’ models which the fair riders can start without any preliminary run, can lift and carry about themselves, and

which, if anything goes wrong, they can take home with but little more trouble than a push-bicycle. Many, too, are not content with 'mere' ladies' lightweights, but demand 'men's' machines...One well-known lady motor cyclist has a machine of 5hp with which she is as much at home as with a sewing machine." [Yes, of course this was written by a man, unlike the following letter.] "I am enclosing herewith a photograph of myself and my 2¾hp two-speed Douglas, which I think must be the very best lady's machine made. I have never ridden a motor cycle before this one, and I find it perfect—no trouble at all. My first run was about 18 miles from Erdington to Stonebridge. My next run was about 20 miles. It was so fascinating that I thought it would be nice to have a run as far as North Wales. It was suggested by my son, who was riding a PMC two-stroke, that we should go as far as Capel Curig, which I think is about 113 miles. I did this very comfortably and felt as fresh when I arrived as if I had only ridden a few miles. My friends were very much surprised at my going such a long run, having had no experience. I only used my low gear once the whole of the way, and that was going through Shrewsbury. This was necessary as the traffic was very heavy, being market day, but I soon got through and went sailing merrily along. All the hills the machine romped up. We went on to Corwen, stopped for lunch, which we enjoyed very much. We were soon on the road again, feeling quite fresh. The only thing that troubled us was the dust. We found the roads very rough, and many dangerous corners from Corwen to Capel Curig. We stayed two days with our friends and returned the third day. I do not think we ever enjoyed a holiday so much before. I was also very much surprised at the low consumption of petrol. I think that if ladies knew how easy it is to manage a motor cycle, and the pleasure it is to ride one, many ladies would go in for motor cycling."

(Mrs) A Pilkington.

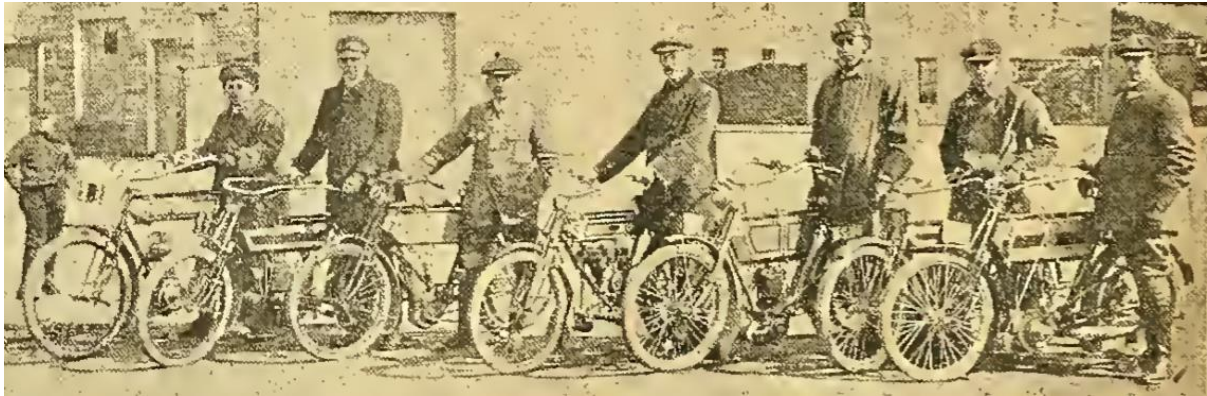


Ladies' models could be nippy—the 2½hp two-stroke Levis was timed at 52mph.

THE WAR OFFICE was considering the formation of "a motor cycle corps of experts" comprising skilled civilian enthusiasts who would receive basic training from territorial units. There were three suggested schemes: "One officer and 17 motor cyclists added to the establishment of each of the thirteen authorised cyclist battalions; two officers and 40 motor cyclists to be attached to each of the 14 territorial divisions; 20 groups of motor cyclists, each consisting of one officer and 20 men armed with Rexer automatic rifles (250 rounds a minute) for coast defence in case of war, and for staff duty on manoeuvres."

“WE DO NOT think we ever remember the Warwickshire roads worse than they are just now. A ride in the dark from, say, Stratford-on-Avon to Warwick cannot be recommended just now, unless the vehicle used is a road roller. Watling Street too is a pebbly beach in many places.”

“ORKNEY ISLAND motor cyclists now number nearly twenty. The roads are good in Orkney, but the hills are steep, and the greatest discomfort is the wind, as there are no trees or hedges to check the fury of the gale that sweeps across the broad Atlantic.”



The most northerly home of British motor cycling was on Orkney Island.

SOME AMERICAN enthusiasts were making their own puncture sealant. The recipe was: one part of liquid waterglass (sodium silicate), three parts glycerine and enough concentrated hydrochloric acid to transform the mixture into a thick paste. Three additional parts of glycerine were then added and the mixture was injected through the valve via a syringe. A week after reporting the new product *Ixion* warned his readers: “A writer, signing himself ‘Chemist’, remarks that this recipe produces a most powerful explosive; should a tyre so filled hit a large stone at high speed the result of the impact would be ‘Sailing, sailing up into the blue. Front wheel and back wheel and motor cyclist too.’ I have not had time to verify this remark as yet, but let me hastily ejaculate that I can only be seen at the office by special appointment.”

THE BRISTOL MC&LCC set up by 16 enthusiasts; within a year membership was more than 100 and the new club staged the UK’s best supported hillclimb to date. Then founder-member E Kickham was runner up in the 1913 Junior TT and, just before the outbreak of the Great War the Bristolians branched out with speed trials on the sands at Weston-Super-Mare and a Land’s End Reliability Trial. Here’s an anachronistic factoid: the three winners of the Sidecar TT, Freddie Dixon in 1923, GH Tucker in 1924 and Len Parker in 1925, were all Bristol club members, as was TT Chief Marshal Philip Grout. Kickham, Dixon and Parker rode Douglasses which, of course, were made in Bristol.

THE MCC’s 8th inter-club team contest for *The Motor Cycle* Fifty-guinea Challenge Cup attracted a record entry of 21 clubs: Birmingham MCC, Bristol MC, Coventry and Warks MC, Derby & DMCC, Essex MC, Leicester & DMCC, Manchester MCC, The MCC, Norfolk MCC (Great Yarmouth), Northants MCC, North Middx MCC, Norwich & DMCC, Oxford MCC, SE London MCC, NW London MCC, Sheffield & Hallamshire MCC, Streatham & DMCC, Surrey MCC, Sutton Coldfield AC and Walthamstow MC. Four of the seven previous events had been won by the Coventry club with the remaining three going to the MCC. For the first time watches and speedometers were banned. The cup for sticking closest to the 20mph scheduled speed went to the Derby & DMCC with the North-West and South-East London teams finishing second and third. Derby club secretary AB Bennet later revealed how his club prepared for the big day: “Entries were invited from all club members, and the committee selected a dozen as the likely

team. The team and reserves finally chosen were all out to win the cup. New plugs, tyres, belts, and nail catchers were compulsory, and the equipment of each machine had to undergo a rigorous inspection by a sub-committee. The Red Lion, Banbury was selected as the headquarters. At the start the sidecar driving wheel tyre was quite flat and a hurried repair was effected. The team had a flying relief column who handed up supplies of refreshment on the run. The success of the team is attributed to careful organisation, thorough overhauling and preparation of machines, and the keenness and determination of each man to win a trophy which we rightly regard as the Blue Riband of the motor cycle world."



The Derby & DMCC team, winners of *The Motor Cycle Fifty-guinea Cup*: JW Cox (P&M), E Russell (Bradbury), A Ainsworth (3½hp Rudge), EG Boissier (3½hp JAP), AR Bennett (5hp Rex outfit) and Vernon Clarke (3½hp Bradbury). The club took the trial extremely seriously.

"S THOMAS MRCVS of Chichester, was riding his motor bicycle in Market, Road, Chichester, when a carter named Macdonald kicked at front wheel of the motor bicycle. After the motor cyclist dismounted to ask what the man meant by such conduct he was met with abusive language from Macdonald, who attempted to hit him. Mr Thomas summoned the man in the public interest and the court sentenced him to a month's hard labour."

"ZENITH MOTORS Ltd, and others" applied for an injunction to prevent Matchless "from infringing a certain patent for a variable gear". The application was rejected.

In the HIGH COURT OF JUSTICE

CHANCERY DIVISION.

AN ACTION for an injunction to restrain a certain Firm from infringement, and for the recovery of damages, has been commenced. Purchasers and Riders are hereby informed of the proceedings pending, and warned against buying or using infringing gears, or machines fitted with infringing gears.

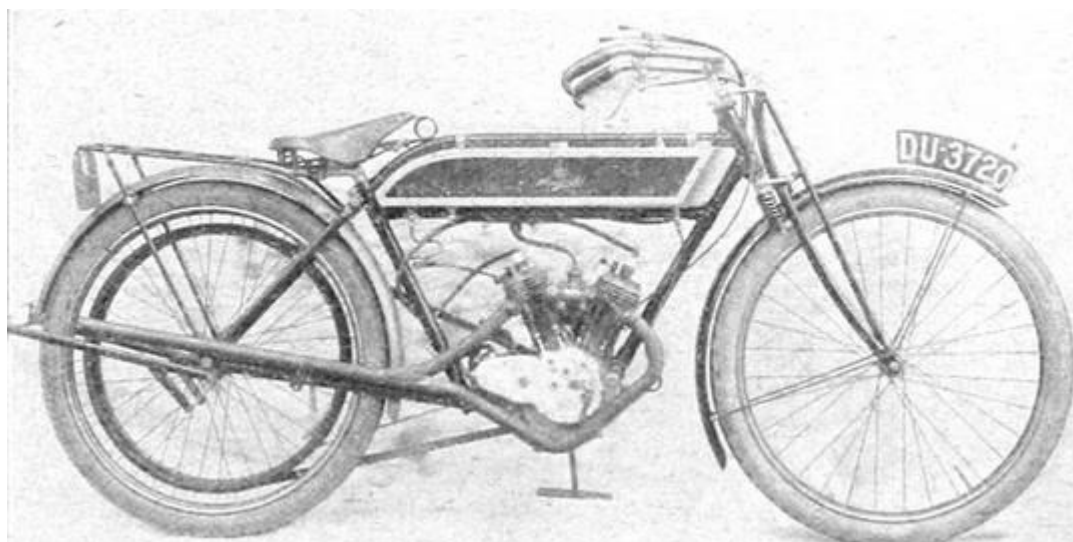
ZENITH MOTORS, Ltd.,

of Weybridge, have taken this action for the purpose of protecting their rights to the well known

GRADUA GEAR.

The above warning is also extended to Manufacturers.

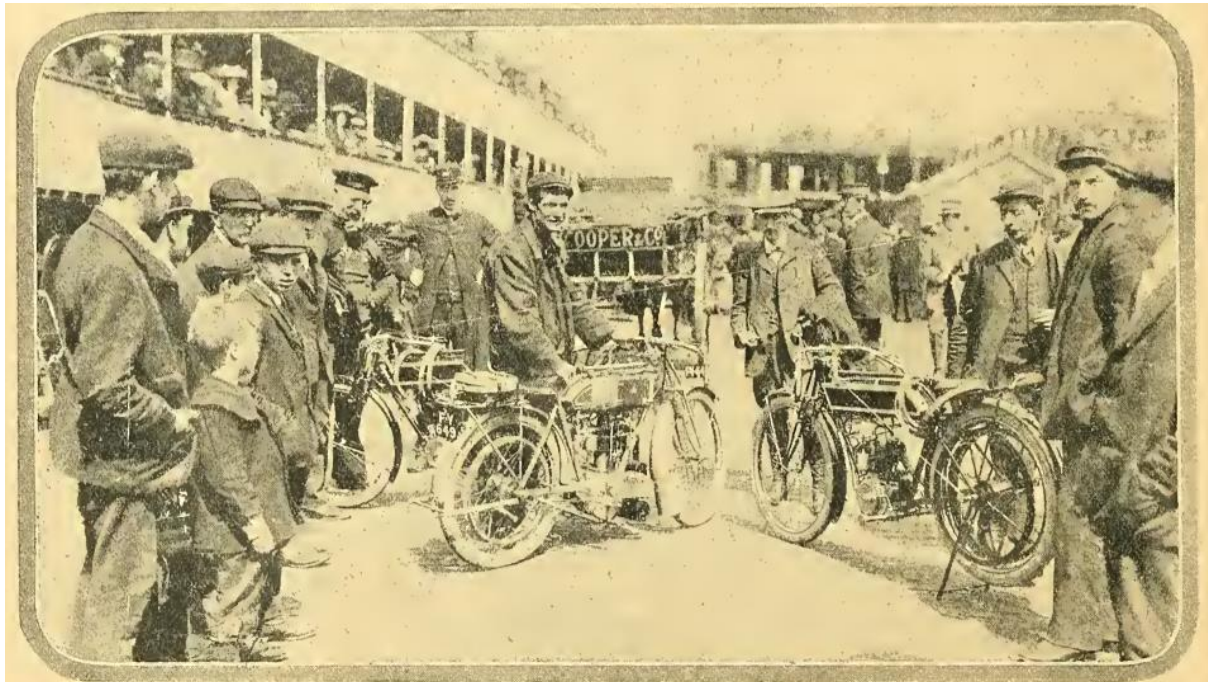
INDIANS! TT SHOCK as the colonials took first, second and third places in the Senior. The organisers reckoned bikes were now ready to tackle the 37½-mile Mountain Circuit with its seven-mile slog up Snaefell from Ramsey to the Bungalow which had previously been used as a separate hillclimb. Much of the course comprised dirt tracks with loose, rutted surfaces. When it rained they were slippery and muddy; straying sheep and cattle were a constant problem. Riders also had to hope that somebody had remembered to open Keppell gate on the Mountain. The tougher course suited the Americans' two-speed gearboxes and all-chain drive. Even so, when Indian ace Jake de Rosier was shown round



Humber

produced a striking 2¾hp, 339cc V-twin which featured a master con-rod to which the second rod was hinged. Percy Evans rode one to victory in the Junior TT—his Humber team-mates finished 4th, 8th, 9th, 13th and 17th.

the circuit he famously remarked: "This ain't going to be no tea party." He was right, too – De Rosier crashed six times while practising and finished well down the field following a further crash having led for the first lap. In place of a single event with classes for singles and twins the TT was split into two races: the five-lap Senior for 500cc singles and 585cc twins; and the four-lap Junior for 300cc singles and 340cc twins. Charlie Collier's Matchless was leading the Senior when he was disqualified for refuelling outside the pit area. A Scott regained a little British pride with the first 50mph lap. Matchless also lost out in the Junior TT with Percy Evans' Humber twin beating Harry Collier's Matchless single into second place. Jack Stevens finished 16th on one of the new AJSs. Victor Surridge, who had recently covered 60 miles in 60 minutes on a Rudge, was killed when he crashed at Glen Helen while practising. *For more on the TT see Features.*



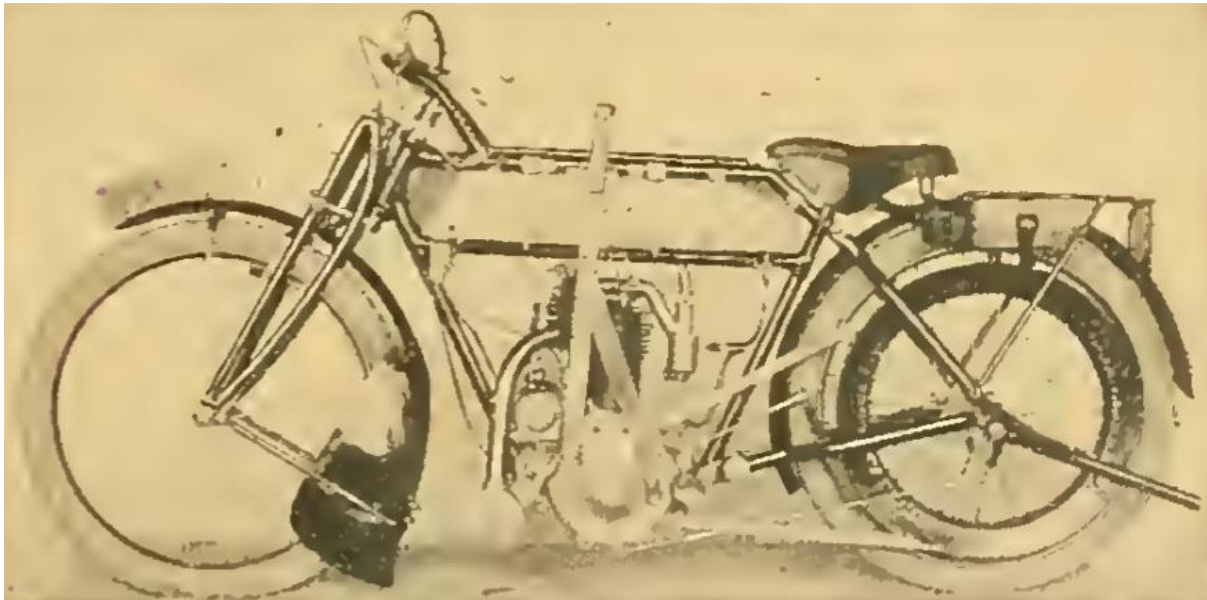
Racers en route to the TT: Two Humbers and a New Hudson, all with three-speed transmissions.

THERE HAD been a lot of rivalry between the Brits and the Yanks with both sides issuing challenges. So after the TT Charlie Collier and Jake De Rosier went head to head in a three-match Matchless vs Indian shoot-out at Brooklands. Indian won two to one at an average 80.6mph. While he was over here De Rosier also snatched the world record for Indian by reaching 87.38mph, barely scraping ahead of the 87.32mph record set by Henri Cissac at Blackpool on a 12hp Peugeot in 1905, but Jake immediately raised the ante to 88.8mph. Charlie duly snatched it back for Matchless, at 89.8mph. Then, like Jake, he took a second bite of the cherry, raising the record to 91.2mph. *For more on the Charlie vs Jake races see Features.*

AS SOON as de Rosier got back to the states he fell out with Indian founder George Hendee who fired him. Excelsior snapped him up and Jake rewarded his new employer with a 23.4sec flying kilometer at the Riverview Saucer track, Chicago to set an unofficial world record of 96.3mph. Reflecting his dominance, by year's end he held every FAM speed record for professional riders.

THE BLUE 'UN reported: "By the courtesy of Messrs Rudge-Whitworth, Ltd, we had an opportunity last week of examining a new infinitely variable gear which is extremely simple and not particularly costly to manufacture, and which, on account of its efficiency, promises to be very successful. Briefly, the gear consists of an expanding pulley on the engine-shaft with a correspondingly expanding belt rim on the rear wheel. The operating mechanism for contracting

and expanding the two pulleys is inter-connected, so that when the engine pulley is expanded the belt rim contracts, thus taking up the slack of the belt, an arrangement of the leverage compensating for any variation in the opening of the flange. It will readily be seen that, owing to the difference in the diameter of the two pulleys, it is necessary to provide a compensating arrangement of this nature, otherwise the tension on the belt would be variable, whereas with the device under review the belt tension remains constant. The gear ratios vary from $3\frac{1}{3}$ to $5\frac{3}{4}$ to 1...At the time of writing several of these gears were being made for use by the private owners of Rudge-Whitworth machines who had entered for the TT Senior Race. We think it worthy of mention that it was only on the morning of June 23rd that the drawing office work on this gear was commenced; the drawings were handed to the works on Monday, June 26th, and the first machine fitted with the gear was on the road on June 28th. By working night and day the firm was able to send complete gears to the Isle of Man by the following Thursday, June 29th, a record in rapid construction which we think would be difficult to emulate and hard to beat." The Rudge Multis only managed 21st and 22nd in the Senior TT but they were well received by enthusiasts who were fed up with 'LPA'.



Rudge-Whitworth broke all records in converting its infinitely-variable gear from drawing board to functioning TT transmission.

WITHIN MONTHS of the Indian TT 1-2-3 Norton launched a 490cc TT model with a lower frame and shorter wheelbase. It was Norton's first purpose-built racer but was still a single-speeder with no clutch.

BILL PRATT set out to prove the reliability of the P&M by completing 1,000 miles without opening his toolbox (apart from the almost inevitable punctures). He had covered 600 miles when a runaway horse forced him to swerve into a bank, damaging him and his bike to badly to continue. However, P&M enthusiast TH Walsgrove wrote: "I bought a P&M motor bicycle, $3\frac{1}{2}$ hp, three or four months ago, and have since travelled over 2,000 miles without having to use any of the toolbag contents for the bicycle, except once for sparking plug, punctures not counted (having once to put an ordinary tube in back tyre, having only the sidecar spare with me). Most of the distance has been done with the sidecar and passenger."

RUDGE'S QUEST for exports extended to producing its catalogue in French, German, and Italian.



Triumphs were selling like hot cakes in South Africa—33 were assembled for this portrait in Johannesburg.

A PLUMSTEAD, KENT firm came up with “a preparation for preserving and softening indiarubber”. It claimed: “If the outsides of tyre covers and inner tubes are occasionally treated with the liquid they will never become hard or lose their elasticity.”

THE SERVICE CO of High Holborn came up with what might have been the first range of riding gear designed for female motor cyclists.

“POLICE TRAP: On the Chatham-Canterbury Road, approximately between the first and third mile posts out of Canterbury. It is, as usual, grossly unfair, being on a perfectly safe stretch and the timing is done by cheap watches.”



F Elmore with his well laden 3½hp Triumph, pictured at the end of a non-stop run from Beachy Head to Leicester. His luggage, which weighed in at 120lb, was all tied to one side of the bike.

THE CYCLE and Motor Cycle Manufacturers’ and Traders’ Union (CMCM&TU) appointed a sub-committee to investigate the standardisation of motor cycle wheel rims. The committee consulted with the leading tyre manufacturers including Bates, Clipper, Clincher, Continental, Coventry Rubber Co, Dunlop, East London Rubber Co, BF Goodrich, Gorton Rubbier Co, Kempshall, Macintosh, Palmer, ROM, Avon and Liberty. Standard rim sizes were duly published;

the CMCM&TU announced: "Only rims of such sizes and only tyres suitable to such rims will be ordered by the motor cycle manufacturers after September 1st. The importance of this recommendation will be fully recognised by all motor cyclists, and should be of equal service to manufacturers."

A CASTLEFORD, Yorks rider won £130 damages from his local district council for injuries sustained when he ran into a pile of manure left on the road overnight with no safety lights.

A BRUMMY was prosecuted after a cop spotted him riding with a pillion passenger whose coat obscured his number plate. No penalty was imposed apart from paying court costs. The police prosecutor told the court it was the first prosecution for that class of offence, "but it was becoming a common practice for people to ride on the back of motor cycles, and it was brought more as a warning to other persons".



THE NORTH-WEST LONDON MCC went touring in France culminating in a visit to the Motorcycle Club de Lyon which featured a road race and hillclimb followed by a slap-up feed (though on the run south one of the Brits had commented that "petit déjeuner to an Englishman is rather a poor apology for breakfast"). FA Rose (3½hp Triumph) won the 111-mile Circuit du Rhone for England, ahead of Escoffier and Yenne (3hp Magnat-



FA Rose won the 111-mile Circuit du Rhone for England and came 3rd in the hillclimb.

Debons). Rose was 3rd in the hillclimb behind Debeaune (9hp Rene Gillet) and Escoffier. Rose later wrote: "It is a very sporting course, full of impossible corners, loose stones and hills. It

crosses two mountain passes, and has 200. bad corners to the lap...I had a ding-dong race with Valenzano over the narrow twisty roads, but he soon punctured, and I pushed on and passed one or two of the weaklings...the road was in no way closed to the public, and I passed sundry cattle and farm carts...opening out, I got ahead, found an evil corner, skidded in the dust, and rolled over. I had not counted on finding three inches of dust, but no harm was done, and I was soon off, the other man having courteously slowed to ask if I was all right...then into the main road and eight miles back to Lyons with the engine roaring at about 3,000rpm. Would something break? I lay down and waited, and as I was microscopically adjusting the spark advance something went past at about seventy...On the home straight I saw Hill resting. He shouted me to go on. I



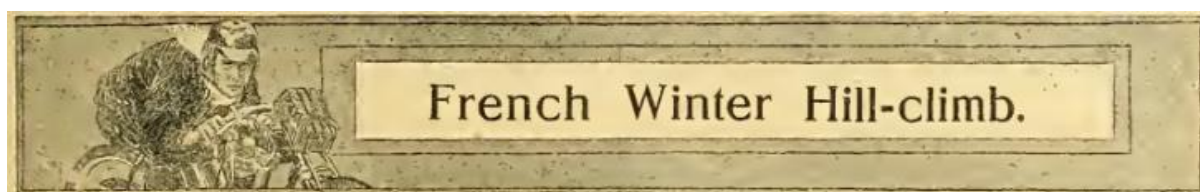
North-west Londoners on tour. The French riders were impressed by their combos.

thought him rather heartless, for my poor engine was racing as though it could not last another minute...Escoffier and Yenne came in at intervals of five minutes. They had had punctures and sooted plugs, and Escoffier had hit a dog...They congratulated me as though they would have been sorry to beat me. These French motor cyclists are real sportsmen." Club secretary C Williams reported: "The French took our win in excellent part, and their congratulations were none the less hearty because they never dreamed we should beat their crack cornerists. At a well-attended banquet in the evening we were thoroughly feted, and there is no doubt our visit will do much to promote good relations between the sporting communities of the two countries." M Schilling, Williams' opposite number from the Lyons club, offered a French view of the British bikes and their riders: "They are heavier and more powerful than those generally used by French riders, and this is accountable for the fact that the powerful English motor bicycles have never given the same troubles which were inherent in the powerful French machines which appeared ten years before their time...The English competitors were not, like ours, crouched on their machines so as to offer the least resistance to the air, and it was at

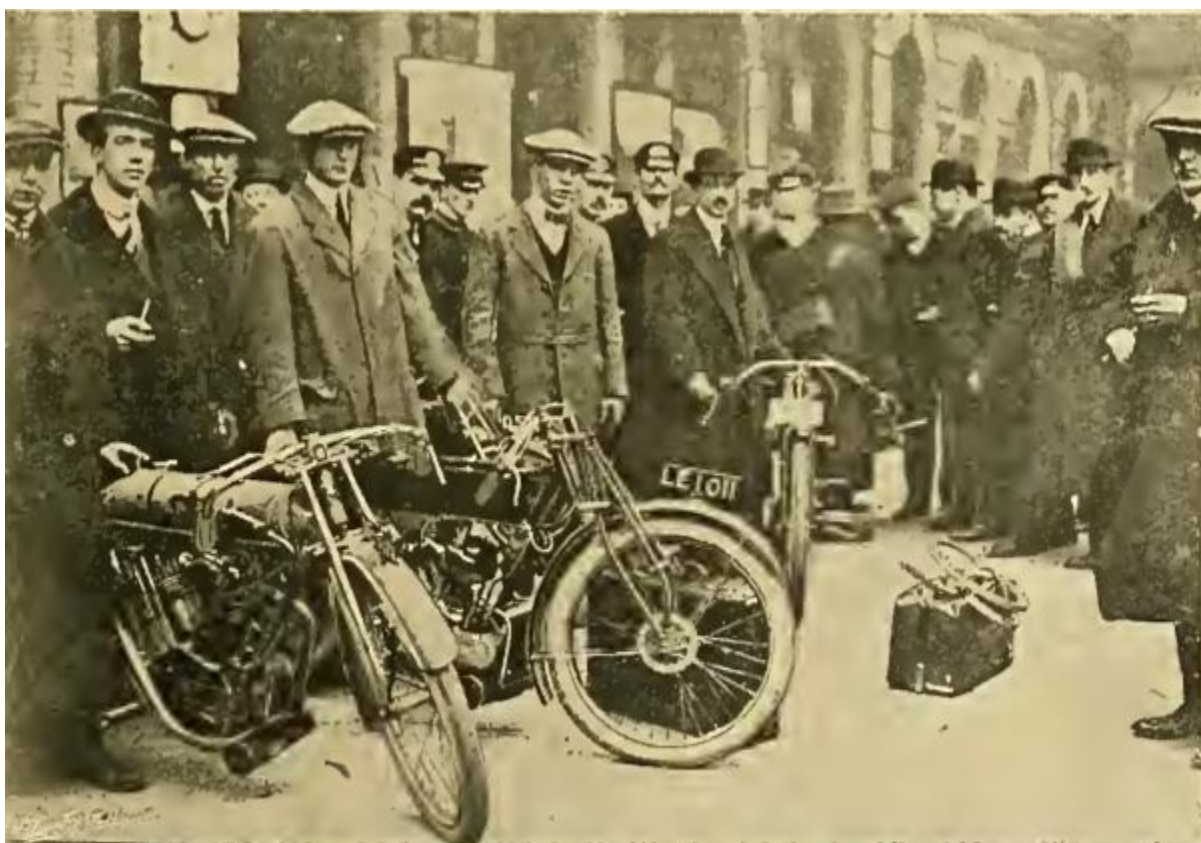


Hal Hill was one of the NW London club's fastest riders—a puncture put his Bat out of action on the first lap.

once apparent that the engine power was amply sufficient to propel the machine at a great speed...The English machines carried every accessory for serious touring. We even found that one of these machines had a speedometer... Several saddles were provided with backrests, a thing we have never yet seen in France, and to start by means of a clutch the pedals were fitted, which is also unknown in this country...The sidecars which came by road showed to us that this economical means of touring for two people is popular in England...I was particularly pleased with the indescribable enthusiasm with which Rose's fellow members greeted him when he came into view of the control and showed that the laurels rested with the NWLMCC. What attachment to their colours must these sportsmen have, and how we would like to see in every sporting club in France the *esprit de corps* flourishing to such a degree."

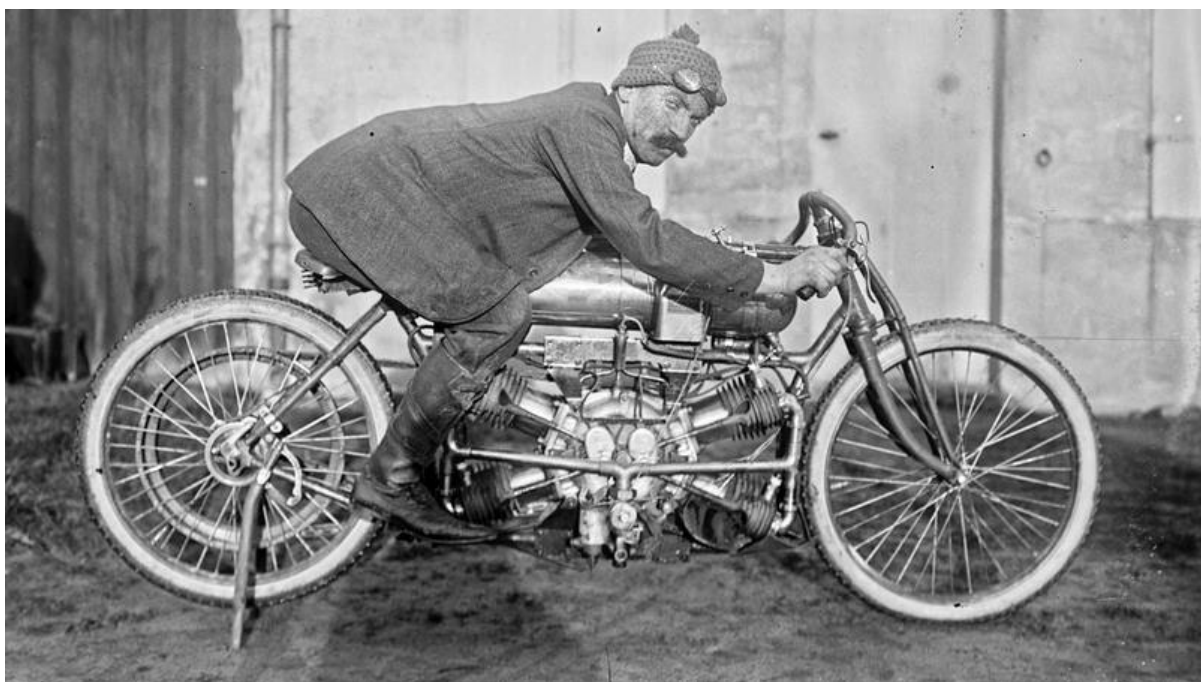


LATER IN THE YEAR another gang of Brits headed south seeking some Gallic sun..."It was indeed a merry party which left the shores of dear old England on Saturday last to participate, either as competitors or spectators, in the ACC de France hill-climb at Gometz-le-Châtel. The 2.20 express from Charing Cross was as crowded as ever; people fought for places which were far outnumbered by their applicants. Twelve seats were engaged by the Royal Automobile Club Touring Department for the Auto Cycle Union, but six other members availed themselves of the cheap tickets, and disposed themselves as best they could in the train. W Cooper left his Bradbury sidecar behind, as the price of the freight frightened him. FW Barnes, however, took his Zenith sidecar and represented the English passenger motor cycles. Among the passengers the train was taking to the sunny Riviera and to the glistening Alps not a happier party could be found than the ACU members, who were out to show their French *confrères* in the sport what their British-built machines

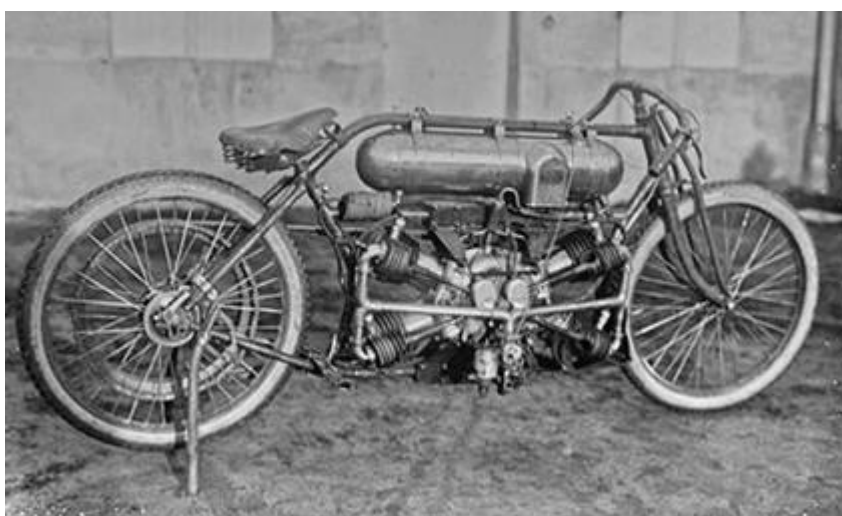


“Some members of the ACU party of motor cyclists photographed at Charing Cross Station on Saturday afternoon before leaving for Paris—Messrs Cooper, Carter, Witham, and C and E Webster.”

could do. The first part of the journey was soon over, and then came the sea crossing. The motor cycles, handled mainly by the competitors themselves, were stowed aboard the *SS Empress*, and a good crossing was enjoyed. At Boulogne there was something of a rush. There are two trains by this service, the *Rapide*, which is due in Paris at 9.16, and another which does not arrive till 11.25pm. All the party were naturally anxious to travel by the former. Each man, therefore, flew to his mount, all helped one another with a will, and in less time than one can imagine the red Indian, the ruddy-hued Matchless machines brought by Carter, Witham, and Webster, the green-tanked Ridges of Gibson and Spencer, Cooper's Bradbury, and McMinnies' Triumph were bundled into the *douane*, to the consternation of the Customs officials, who were asked to be good enough to pass them, as everyone wanted to be off. The *douaniers* threw up their hands and said, “*Impossible!*” but Major Stevens's man, the RAC agent, talked to them persuasively, and the international pass question was put off till Paris was reached. The machines were put in the van, the whistle and the tin trumpet gave their old familiar notes, and we were off—off to gay Paris. One man alone was unhappy, and that was Barnes, whose machine was missing at Folkestone, but on being told not to worry but to wait and see, he calmed down somewhat. Then one member of the party who knew the book of the words, gently told the others that their tickets were not available by the *Rapide*, and an official of the Northern Railway quickly confirmed his statement. The party pretended for the time



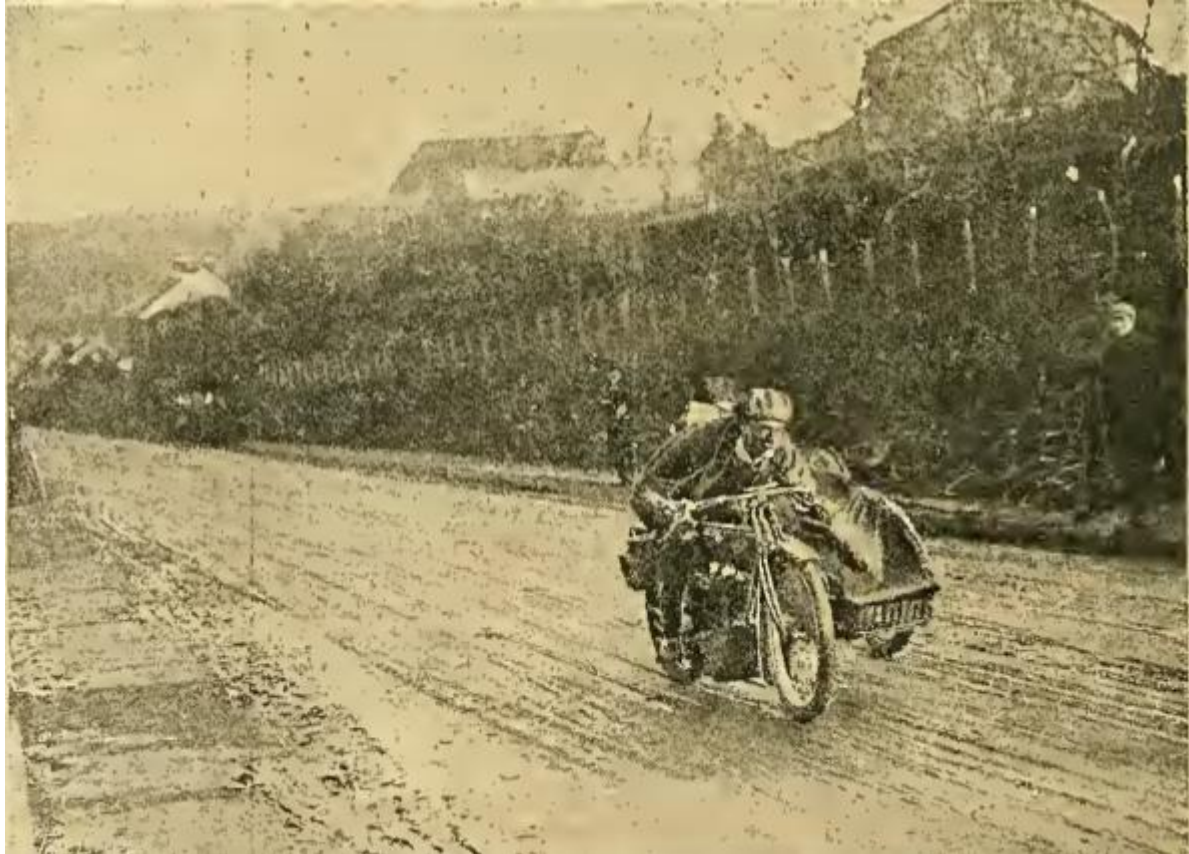
“A racing monster at the Gometz-le-Châtel hill-climb: Meuriot and the peculiar design of four-cylinder Rene-Gillet machine...The bore and stroke are 90x100mm (2,600cc), and transmission is by two belts. A well-known formula gives the horse power as 22½.”



The 2,600cc 22.5hp Rene Gillet could reasonably be described as an X4, which is pretty damned cool n'est ce pas?

being that they knew no French, but were told that the official said, “Very well, then, out you get at Abbeville.” Then came the guard and the interpreter of the party—the latter on this occasion chanced to be ourselves—and we were hard put to it for ten minutes. ‘Nineteen francs each to pay,’ said the guard, and matters looked truly serious. Happily, a letter from the RAC Touring Department was produced, telling us that a supplement of 6 francs 25c each would suffice, and, to make a long story short, it worked. The guard got a little *pourboire* on each excess fare, and left our compartments a deal happier man than when he entered them. At the Gare du Nord, Messieurs Debailly (president), Cheilus (vice-president), Robert Lecomte, and Gream Fenton, of the Auto Cycle Club de France, met the competitors, and rendered them valuable assistance, and while we went ahead and engaged the rooms at the Hotel des Colonies, the machines were taken off the train, and, as the customs examination was of the scantiest, the men were soon pushing their mounts, among which was Barnes’s missing Zenith and sidecar,

towards the hotel...A start was made for Orsay, the nearest station for Gometz, which was reached in about an hour, and, getting petrol in the town, the men were soon en route for the hill, four kilometres away. Greatly to their surprise they found the hill was practically the main street of the village. Imagine it, good readers! A hill-climb in a village, in a ten kilometre limit (6mph),



“FWBarnes (Zenith-Gradua sidecar), who, as is his wont, headed the list of passenger motor cycle riders, beating the next competitor by 65sec.”

including a cross-road danger sign. Believe, if you can, that a Paris street sweeper with gaily revolving brush removed all the grease possible just before the start, and picture to yourself the gendarmes, the Garde Champêtre, and other officials of the Government calmly looking on in a spirit of *cameraderie* almost incomprehensible to the English mind. Gometz-sur-le-Châtel is a picturesque village, the predominant feature of which is the old church, a noble pile standing on the hill, from whose summit the whole of the absolutely straight course and a pretty rural scene could be discerned, bathed in brilliant sunshine...Incidents during the preliminary preparations were fairly frequent. McMinnies and Spencer opened the ball by riding up the hill on the wrong side of the road, and a smash-up was narrowly averted. Moorhouse went up like a rocket, and returned to the foot covered with mud, and well-nigh unrecognisable. His front mudguard had been omitted, and a jury-rigged affair had hastily to be improvised. The English riders created an impression at once. ‘*Regardez, les Anglais. Qu’ils sont fantastiques, ces gens-la!*’ enthusiastically ejaculated a spectator. Among the French machines was an old International Cup Peugeot racer and a four-cylindered Rene- Gillett (two pairs of V twin cylinders opposed). The ignition was by accumulator and two contact-breakers. The carburetter was a Claudel-Hobson, the transmission by two belts, and the bore and stroke 90x100mm. This machine, however, was totally unable to attain any speed, chiefly through misfiring. The course was eighty

feet short of half a mile, and the gradient, which was almost entirely without variation, about 1 in 12½. There was some delay at the start, which did not take place till forty minutes after the advertised, time, and when all was ready at the summit the officials were exercised in their minds as

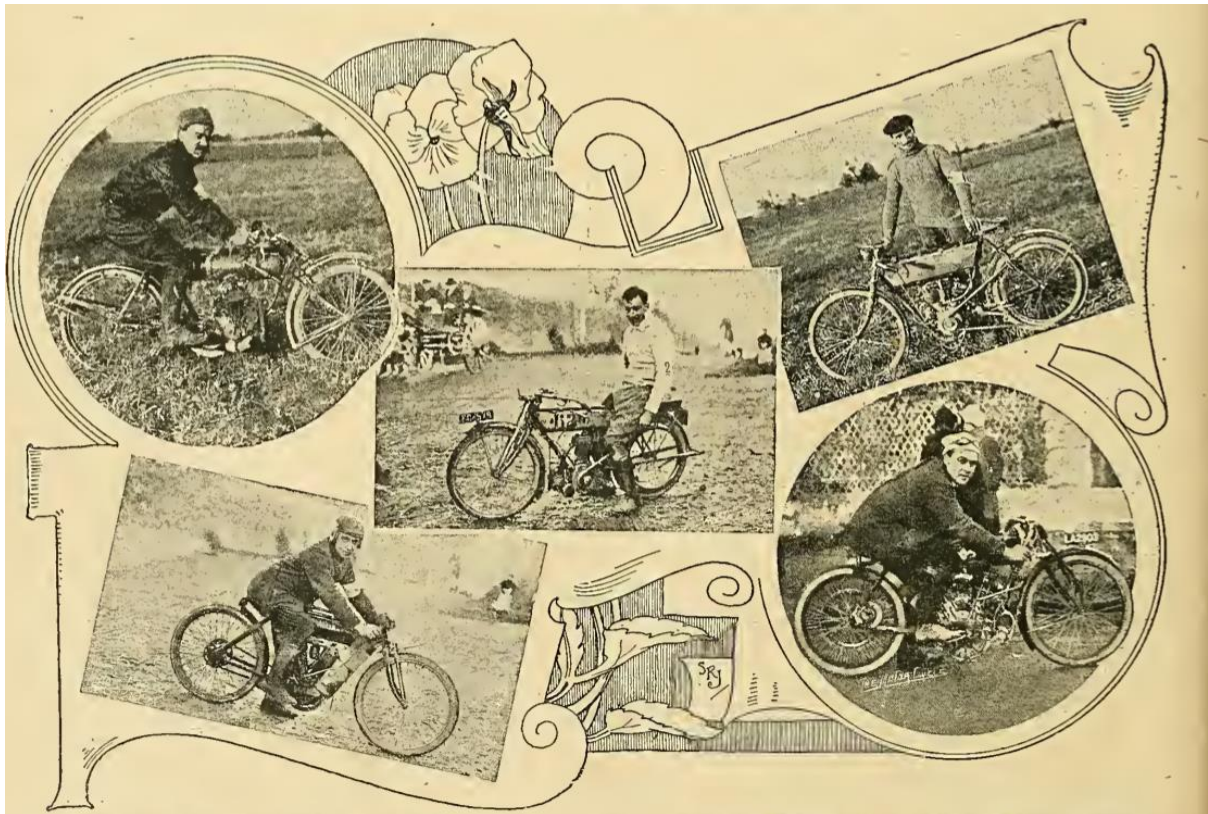


H Bashall made the fastest run of the day on his ohv TT Matchless. A local summed up the French reaction: “Regardez, les Anglais. Qu’ils sont fantastiques, ces gens-la!”



McMinnies won the 500cc class on his TT Triumph.

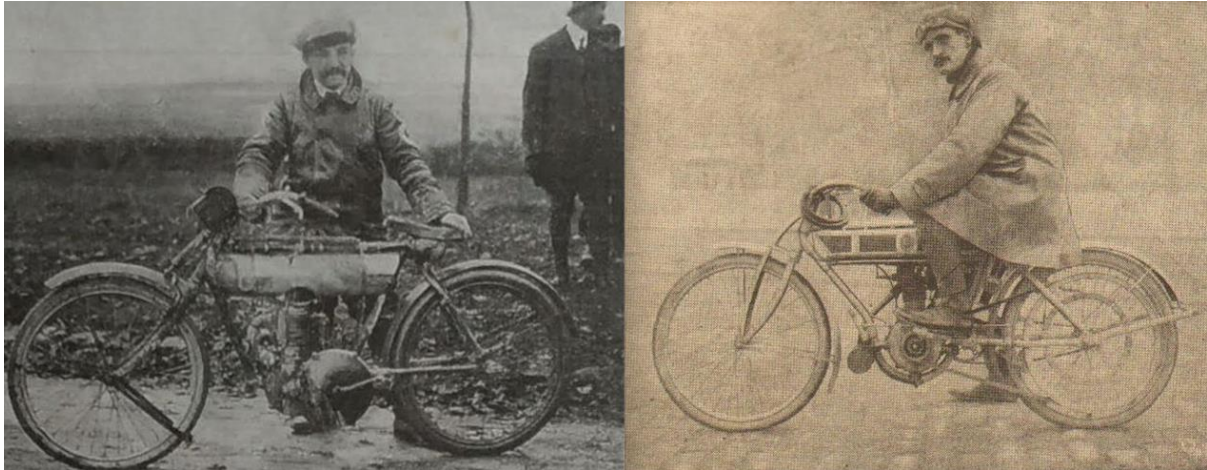
to how to communicate the good news to those at the foot. "Has anyone a revolver?" said an official. Timekeeper M Carpe was ready in an instant, and drawing a weapon fired a shot. 'Encore!' shouted the crowd, and four more shots were fired, but the desired result was not obtained, and a car had finally to be sent [*evidently no-one was surprised that the timekeeper was tooled up*]. The crowd was enthusiastic and generous to the English, and one of its members, a soldier of the 31st Regiment of Infantry, held in his hand a copy of *The Motor Cycle*. The French machines were far and away behind the English, which is not surprising, since the industry is just arising from a lethargic state. The organisation was also a little inferior, as the ACCF has not held a purely motor cycle hill-climb for four years. The Frenchmen, however, behaved in a thoroughly sportsmanlike manner, and took their beating like sportsmen. Canale, the Alcyon rider, the winner of Class II, rode in the TT Race this year. Spencer's machine was off colour, as the carburetter was starved. Rivierre (Mototri-Contal) competed in the ACU trials of 1905. It was W Cooper who first arranged with McMinnies to go over to the Auto Cycle Club de France winter hill-climb, the classes and details of which had appeared in *The Motor Cycle Show Report Number*. There the matter rested until the MCC dinner, when Cooper mentioned it to several well-known riders as well as to ourselves, and the party was soon increased to half a dozen. In




“Canale (Alcyon), winner of the 200cc class. Pean (twin Peugeot), first in me class for 400cc engines. WG McMinnies (Triumph), first in the 500cc class. AJ Moorhouse (7hp Indian), second fastest time of the day. WH Bashall (8hp Matchless-JAP), winner of three classes and fastest time of the day.”

the end seventeen journeyed to Gometz-le-Châtel, and their bag of five firsts is a proof of the efficiency of the English-built motor cycle. In the unlimited or open class, riders of English machines occupied the first four places. Class I (225cc) fell to that well-known French make the Griffon, the Alcyon—so successful both in England and France—won Class II (300cc) , and the famous Lurquin-Coudert won Class III (400cc). In Class I. of the passenger machines (max 90mm bore) our old friend M Contal deserves congratulations...Now we come to the British wins. Class IV (500c) was won by McMinnies (TT Triumph), the passenger Class II (unlimited) was won by Barnes (Zenith-Gradua), the like of whose sidecar machine, to judge by the critical examination it received, had never been seen before in France. Class V (unlimited) was won by Bashall, at an average speed of just over 62mph, whose over-head valve Matchless this time gained a glorious victory, with Moorhouse (Indian) second. Their positions were reversed in the amateur class. The Frenchmen, who on the occasion of the last International Cup Race in France, beat the English, though they themselves were conquered by the Austrians, have been vanquished by us on their own ground. Their defeat, however, will, we trust, have a beneficial effect, as, since they are a fighting nation, it will give them an incentive to do greater deeds, and next time we hope to meet them on more even terms. This week end trip, in the running and organisation of which the ACU has taken such a prominent part, has done much good; it has opened the eyes of many prominent English riders, and has again helped to revive international competition; while it, may do more, namely, rouse the motor cycle industry in France from the lethargy into which it has fallen...In its description of the hill-climb one of the French sporting dailies says: ‘The English team, which arrived with perfectly tuned engines possessed of remarkable speed and power, made an extraordinary impression. This team won on general

classification, its members being first, second, third, and fourth; it also won several other classes, and a member made fastest time of the day. All this because England has never allowed the sport and industry to decline.' The same paper says: 'If our compatriots respond to the impetus which they have received, an international contest next year would prove interesting. This year's event has only proved our inferiority, which, however, we hope will be only momentary.'



Dacier (Alcyon) won the Circuit de Meulan (right) Poulain won the Paris-Rheims race.

<p>"THE HONOURS OF THE DAY TO THE ENGLISH." —<i>L'Auto</i>.</p> <p>Open International Hill Climb, La Course de Côte de Gometz-le-Châtel, France, December 17th.</p> <h1>MATCHLESS</h1> <p>MADE FASTEST TIME OF THE DAY.</p> <p>Unlimited Class, H. Bashall—FIRST. Amateur Class, H. Bashall—SECOND.</p> <p>"AUX ANGLAIS LES HONNEURS DE LA JOURNÉE." —<i>L'Auto</i>.</p> <p>Catalogue Free from H. COLLIER & SONS, LTD.,</p>  <p>Matchless Motor Works, PLUMSTEAD, S.E.</p>	<h1>AMAC</h1> <p>International Hill Climb, Gometz, France, DECEMBER 17th, 1911.</p> <p>Fastest Time of the Day</p> <p>was made by Mr. H. Bashall on a Matchless,</p> <p>Fitted with AMAC Carburetter</p> <p>against the pick of the World's International Riders.</p> <p>THE ASTON MOTOR ACCESSORIES, LTD., TALFORD STREET, ASTON, BIRMINGHAM.</p>
---	--

The Gometz hillclimb was clearly taken seriously back home.

We echo our contemporary's wish; nothing would please us more than to see a well contested match, say, at Brooklands. French riders would do well to bear in mind that our Six Days' Trials and Tourist Trophy Races are always open to them. Now the visit of an English team to France to take part in a hill-climb has been so successful, there was much talk of the French club sending a team to meet the English riders on a well-known hill near London, while several suggestions were made as to holding the TT Race in France next year...There was also talk of issuing an invitation to English riders to take part in a tour in, say, the Loire Valley at Easter. Everywhere we were received with warmth and hospitality. "

"FROM ALL districts we hear of the growing popularity of the sidecar, and being cognisant of the vast increase in the number of attachments being made and sold, these facts would indicate that 1911 is to be a sidecar year." Rover, Enfield, James, Premier, Douglas, New Hudson and Singer were among manufacturers working on variably geared models for sidecar use; the

successful 2½hp AJS was joined by a 5hp model for sidecar work. Most featured brazed sidecar lugs and four manufacturers were working on water-cooled engines.



Reflecting the surging interest in passenger vehicles, the Sheffield and Hallamshire MCC staged a reliability trial for combos, covering 110 miles of hilly going.

THE GLASGOW MCC's fuel-consumption trial was won by a 3½hp TT Triumph which covered 35 miles at 277mpg. Runner up was an Ariel at 206mpg, ahead of a 2¾hp Douglas at 198mpg.

NEW HUDSONS fitted with Armstrong's three-speed transmission were picking up an impressive tally of awards in hillclimbs and reliability trials. Having won a gold in the London-Edinburgh trial Roy Walker took his New Hudson on a 1,000-mile tour during which he romped up a 1 in 3½ hill from a standing start. And he didn't need to open his toolbox once.

STAR OF the Essex MC Gymkhana at High Beech was GL Fletcher (2¾hp Douglas) who won the belt fixing, apple bobbing, needle threading and musical chairs. IA Baddley (5hp Baddley-JAP) won the tilting-at-the-ring and Turk's head cutting contests. There was also a chicken stealing event which was described as "somewhat novel, the competitors had to circle the track once, the passenger had to steal a chicken from the run, return to the vehicle, which was again driven round the track, and return the annexed biped to its pen". Events at the North-West London MCC gymkhana included potato, Turk's head, air balloon, relay, and sidecar punting races, with musical chairs for lady passengers and solo machines. There were also scratch and handicap races.



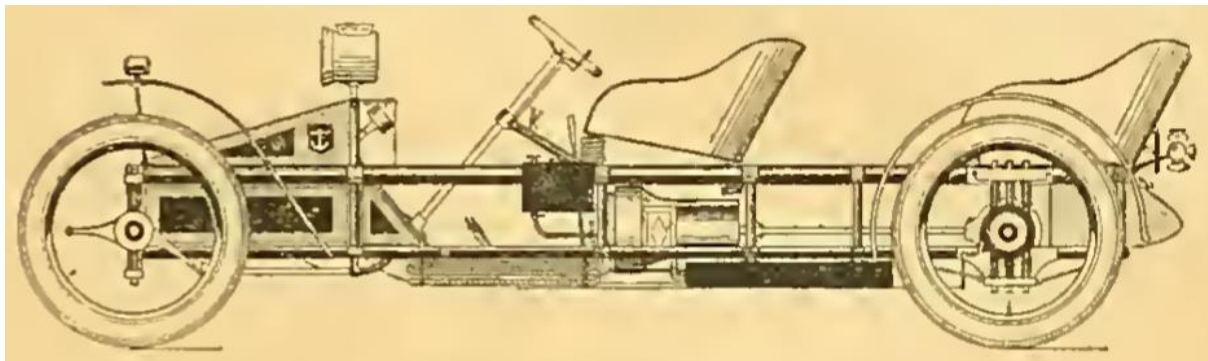
B Alan Hill (Rudge) was runner-up in the Essex MC chicken stealing race.



Women were clearly making their presence felt on the club scene. Events at the Scarborough

&DMCC gymkhana included obstacle, slow, egg and spoon, and lifebelt races; speed judging, tilting at the rings, changing sparking plug—and needle threading. Mrs Ringrose is pictured handing the needle and thread to H Kettle. They'll be wanting the vote next.

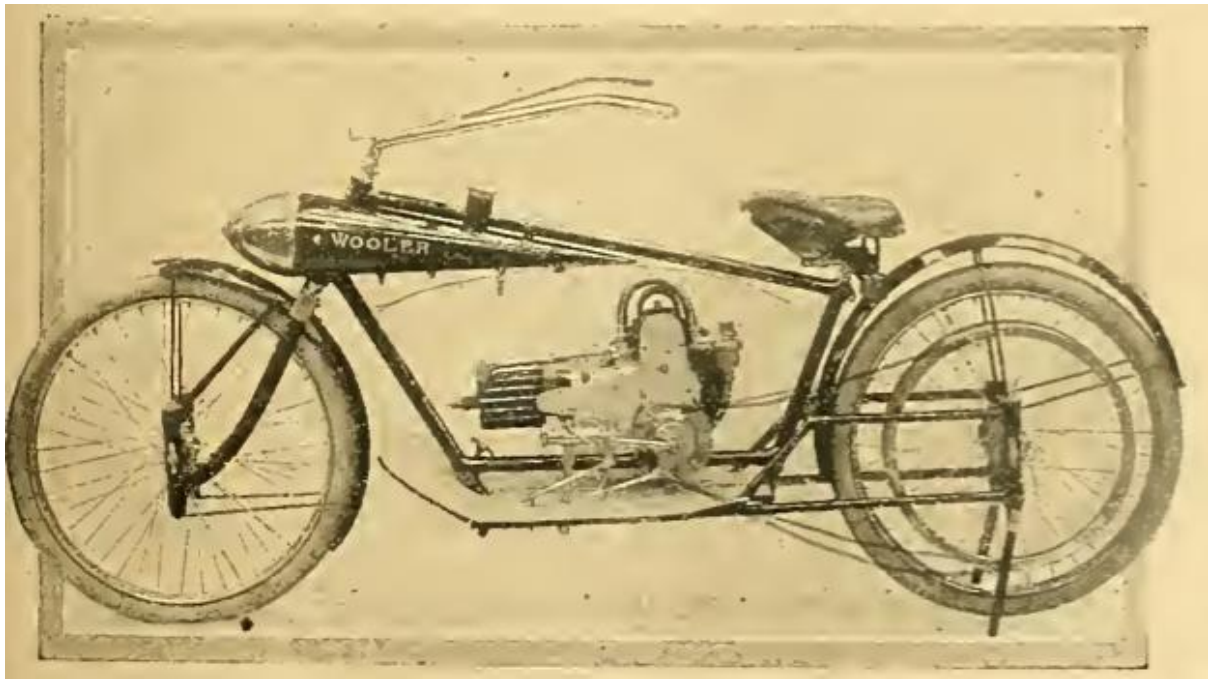
PLANS WERE afoot to “obtain the silent running and flexibility of the steam-driven car in a light vehicle built on motor cycle lines”. The engine was a three-pot radial running on petrol but its designer admitted: “Everyone to whom I have described the engine have had their doubts that it will work, others have expressed their conservatism by avowing that they would prefer to sit on a barrel of dynamite at a fifth of November celebration. This is probably the view many motor cyclists will take when they learn that the power is derived from vapour made by boiling petrol in a flash-point boiler, and using the gas expansively, instead of by internal combustion...Safety valves are fitted both on engine and boiler, discharging into the exhaust. These valves will be set at 250lb, and should a leak occur within the generator the vapour will burn like an ordinary gas jet, hence danger at this point does not exist.” Evidently these petrol-vapour engines had been used in the USA for some years to drive boats, some of which had been used as yacht tenders in the Solent. Users had included the German Kaiser and President Cleveland, which indicates that even the most powerful Yanks and Jerries had less sense of self-preservation than Brits.



Plans were drawn up for this vapour-driven quad with tandem seats'. Safety valves ensured that the boiling petrol would not explode; it would simply erupt into jets of flame.

IN CASE boiling petrol wasn't considered exciting enough..."We hear that the latest development of the explosion motor is the introduction of nitro-glycerine as the expulsive agent. We also understand that a motor bicycle has already been constructed with an engine which employs this chemical as the propelling force, and we know that not only the constructor but several friends of his have actually ridden the machine."

JOHN WOOLER was to earn a reputation for innovative design. His first bike was a 344cc two-stroke which featured a double-ended piston to eliminate the need for crankcase compression.



The Wooler, which made its debut at the Olympia Show, did not appear in the annual list of active marques as the show model was incomplete. But it certainly drew the crowds—the Blue ‘Un reckoned: “This machine possesses probably the most novel departures from standard practice.” Innovations included a horizontal two-stroke lump, front and rear plunger suspension and eye-catching streamlined tank.

“A GOOD DEAL of dissatisfaction in connection with the Isle of Man races has arisen in certain quarters due to the number of accidents that have occurred in the past, the expense of holding the races, and the fact that the events are not won on standard machines which can be supplied to the public, and in many instances accessories such as tyres and other details are employed which are equally unobtainable by the general body of riders. In all probability, if the ACU is sufficiently influenced to withdraw from the Isle of Man event, the race may be held by another organisation. It is almost certain that sufficient support would be forthcoming from amateur riders to ensure the success of a race, whether it be held in the Isle of Man or at Brooklands. To stop all forms of racing leads to stagnation of design, and the industry would fall to the level of a sordid manufacturing ideal, which could only be likened to the production of sewing machines or some similar article of commerce—a humdrum, wearying output of goods on the Transatlantic principle, which may be money-earning, but is not calculated to keep this country in the forefront of progress. What has placed the British motor industry in its premier position is nothing more or less than first-class reliable workmanship, assisted by competitions such as the TT races, the 1,000 miles trials, and other events.”

NINE TEAMS of six riders (including a combo or three-wheeler) competed in the ACU inter-club championship, based at the Red Lion Hotel, Banbury. Riders aimed to average 20mph over for laps of a 42-mile course that included Edge Hill. The Oxford MCC won the day, ahead of the Coventry and Birmingham teams. However the Derby & DMCC could also claim the top-club title, having beaten 19 other teams in the MCC Team Trial.



HFS Morgan of the victorious Oxford MCC team completes one of four clean ascents of Edge Hill in his 8hp Morgan runabout.



As well as its reliability trials the ACU staged an annual Inter-Club race meeting at Brooklands. The Streatham & DMCC team, pictured with some of their clubmates, after beating off stiff opposition from the NW London MCC, Herts County AC, Surrey MCC and Purley & DMCC. Each team comprised a single up to 500cc, a twin up to 670cc and combo up to 1,000cc; all of them standard roadsters. The Streatham boys rode a 3½hp Zenith, a 5hp Bat and an 8hp Zenith combo.

THE MCC arranged a week-end run to Clacton but following complaints from a number of members they went to Worthing instead.

A BRITISH ex-pat in Germany recounted the steps to be taken before his new Triumph could take to the road: A hearing/sight/heart check (by the local prison doctor); a vehicle check for safety and the confirm its capacity; fitting a fuel filter “to keep the tank from exploding”; fitting a brass plate to the bike carrying the vehicle details with the name and address of the manufacturer and

new owner. And that was it... apart from passing a riding test, producing his birth certificate, paying import duty and letting the local cops have another look at the bike.

FOLLOWING A boardroom row brothers Billy and Harold Williamson were ejected from the Rex company that they had founded in 1901. Billy, who had been the managing director, teamed up with William Douglas of Douglas Motorcycles to produce a 964cc water-cooled flat twin; Harold was brought in as test rider.

FROM A Brooklands race report: "Lieutenant Stewart, the well-known Trump-JAP exponent, was early in trouble. Just after the race had started he attempted to tighten a plug on his carburetter with a spanner while travelling at about 50mph; the spanner somehow tried conclusions with the spokes of the wheel, and Stewart's recollections of what happened afterwards are by no means clear. Fortunately he was thrown on the grass."

"EVER TO the front with new ideas, Messrs Brown Bros Ltd forwarded to us by the first UK aerial post an invitation to view their new warehouses in Great Eastern Street, EC, an invitation which is extended to all our readers."

The "B.B." Pushon Instantaneous Pump Connector.
Fits all sizes and makes of valves, thus dispensing with different adapters. Makes a perfectly airtight joint. Each. No. 12992da. Motor cycle size, 9d. " 12992db. " refills, 2d.

"RONI" Burner.
Price .. 8d. each.

"B.B.L." Motor Cycle Number Plate.
A very neat type for fixing to the front mudguard. Enamelled. Price 1/- each. Without lettering.

Motor Cyclists' Emergency Outfits.
Containing:—Self-adhesive plaster, lint, safety pins, bandages, sponges, needles, thread, tape, C.H. brush, caron oil for burns, ammonia for insect bites. No. 12630a 1/- each.

'Covey' Motor Cycle Speed Indicator with Distance Recorder.
No. 11589k. The "Covey" Motor Cycle Speed Indicator is suitable for any make of motor cycle, with rigid or spring forks, and correctly registers speed up to 60 miles per hour. Price: Brass or Nickel .. £4 4s.

No. 10299s. "King Dick" Belt Drill,
each .. 1/6

No. 10299t. "King Dick" Belt Punch,
each .. 1/6

Motor Cycle Handle-bar Switch.
Accumulator Ignition, ea. 2/6
Magnet Ignition, each 1/8

Swan-neck Seat Pillar.
Allows a low back position. Best make. Price 3/6 each.

Celerio Motor Cycle Exhaust Whistle.
This is a splendid road clearer and is foot operated. Suitable for one or two cylindered machines. Easily fitted. No. 14196t .. each 7/6

GOOGLES.
We have a large stock of these. Price from 1/6 per pair.

No. 10288c. The "Celerio" Belt Fastener.
A thoroughly reliable belt hook which can be quickly detached, but will never slip apart at any speed. Will fit 1/2 and tin. belts 9d. each.

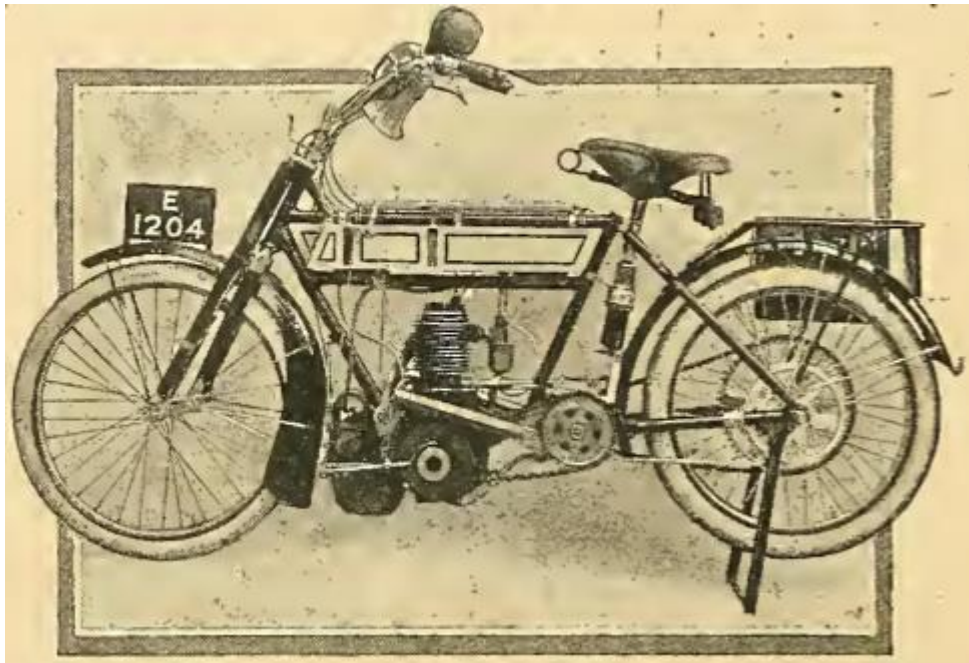
Write for 1911 Pocket Catalogue of "Duco" Accessories

Brown's BROWN BROTHERS LTD.
15, Newman Street, Oxford Street, W.
Wholesale only—GT. EASTERN ST., E.C. 271-273, Deansgate, Manchester.

"FOR THE second time a Douglas machine belonging to Mr WO Oldman, of 77, Brixton Hill, SW, has been stolen. It was taken from the Stadium, Shepherd's Bush, after the North-West London MCC gymkhana, but the police have again been successful in their efforts to regain possession. On the occasion of its first disappearance the police adopted a novel and clever method of entrapping the thief. It transpired at the police court that a detective inserted an advertisement in the miscellaneous columns of The Motor Cycle as follows: 'Wanted, a Douglas lightweight', and the unsuspecting thief answered the advertisement and was promptly arrested."

THE ISLE of Man dropped its 14mph speed limit, in favour of a law to penalise reckless driving.

THE GRADIOR Machine Co of Stafford went into the motor cycle business. The Gradior came with a 3½hp JAP engine and two-speed gearbox with Renold primary and secondary chains.



The Grador

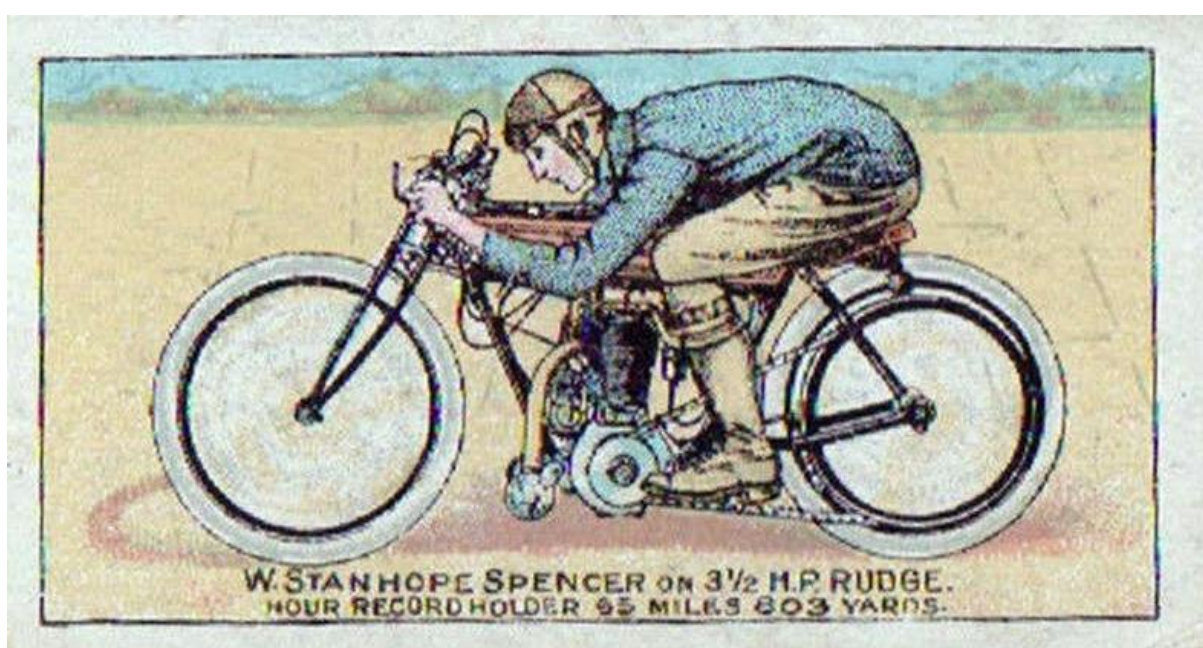
featured ASL air suspension for the seat pillar.

COMPETITORS IN the MCC's speed judging competition were required to complete three laps of a 5¾-mile course near Potter's Bar: the first at 16mph; the second at 19mph; and the third at any speed up to 20mph—but riders had to declare their speed immediately after finishing the third lap. RB Clark (5hp Indian) won with lap errors of just 7.8sec, 5.6sec and 7.6sec. 'Oily' Karlake was third with an aggregate error of 78.7sec and this was the final competitive outing for his famous 4hp special, Dreadnought. *[More than a century after its retirement the magnificent Dreadnought is still on the road in the care of the Vintage MCC.]*

W STANHOPE SPENCER was also on the record trail. He lapped Brooklands on a 3½hp Rudge to cover 65 miles 803 yards in an hour and 122 miles 210 yards in two hours, well up on the previous two-hour world record of 108 miles 1,367 yards set by Lee Evans on an Indian. Spencer also set a 50-mile record time of 45min 34.2sec and a 100-mile record of 1hr 34min 8sec. FE Pither took to the track, also riding a 3½hp single-speed Rudge, to set a sidecar record of 40 miles 1,660 yards in an hour. Then Spencer put the cherry of Rudge's cake by covering five miles in 4min 33.6sec, beating the previous record by 2.4sec. Pither went on to try and cover 3,000 miles in three weeks on his Rudge combo; he was beaten by bad weather.



W Stanhope Spencer is pushed off on his way to four world records in a two-hour blast round Brooklands on his 3½hp Rudge.



**MOTOR CYCLE
SERIES**

World's Records
made by (500 c.c.)
W. Stanhope Spencer
on a **3½ h.p. RUDGE,**
At Brooklands, Oct. 3, 1911

5 miles, 4 mins. 33 3-5 secs.
50 miles, 35 mins. 34 1-5 secs.
100 miles, 1 hr. 34 mins. 8 secs.
One Hour, 65 miles 803 yards
Two " 122 miles 210 yards
W. H. T. Rhys, 'on a Rudge,
also beat the Two Hours'
Record.

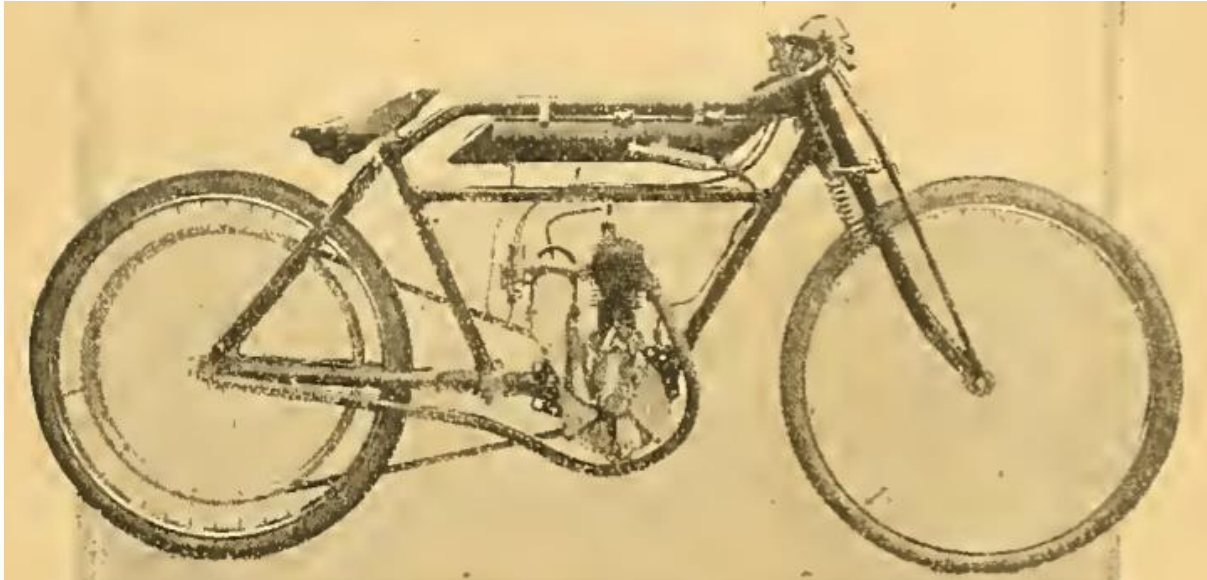
Motor Bicycle Catalogue
post free from
RUDGE-WHITWORTH LTD
(DEPT. 608) **COVENTRY.**
Demonstrations arranged at
230 Tottenham Court Rd. W.
& 23 Holborn Viaduct, E.C.

Issued by
GOLDS LTD., BIRMINGHAM.

A COUPLE OF weeks later it was Humber's turn. S Wright lapped Brooklands for two hours on a 2¾hp Humber and snapped up the Class B (lightweight) records at one hour, two hours, 50 miles and 100 miles. ND Slatter went for the even-lighter-weight Class A records on a 2hp Alcyon. A thunderstorm caused the drive belt to slip, cutting his speed to 28mph and at one point the contact breaker came adrift, then an exhaust valve stretched causing a persistent misfire. Nonetheless Slatter did the business with records of 43 miles 850 yards in an hour; 84

miles 1,575 yards in two hours; 163 miles 1,622 yards in four hours; 100 miles in 2hr 21min 45.2sec and 200 miles in 5hr 5min 12.8sec.

WHEN IT came to record breaking Stanhope Spencer was evidently insatiable. No sooner had Humber taken the lightweight records than he fired up his 3½hp Rudge to break the 150-mile and three-hour Class C records for 500cc. His time of 2hr 38min 1.6sec also beat the Class D (750cc) and Class E (1,000cc) records. While he was at it Spencer covered 200 miles in 3hr 28min 51.6sec to set Class C, D and E records despite a bitterly cold wind blowing at 50mph; when riding into it his speed was cut to 25mph.



Not all Brooklands racers were fire-breathing big twins or big singles—DC Bolton built this trim lightweight round a 150cc/1hp JAP.

“I WONDER...IF there is any other sphere of industry in which British capital, British designs and British labour can show such a sweeping triumph. For every first-class machine of foreign manufacture on the international list, there are at least a dozen Britishers of equal grade.”

NEWS FROM Down Under: “A record ride from Sydney to Melbourne, has been made by JA Farr, riding a 3½hp Kerry-Abingdon, who covered the distance in 48 hours. He was delayed for seven hours by lamp failure near Wangaratta and for four hours at railway gates trying to find someone who could open them.” The Victorian MCC held a 50-mile road race near Melbourne. The winner was Eric Tyler (TT Triumph) was first home in 57min 45sec.

THE KIWIS were also racing: H Kiddle (Humber lightweight) ploughed through soft sand to win a five-mile beach race at an average of 35mph.

THE SPRINGBOKS raced up Jacob’s Ladder in a hillclimb staged by the Natal MCC. Fastest time was recorded by W Mail (3½hp Ariel).

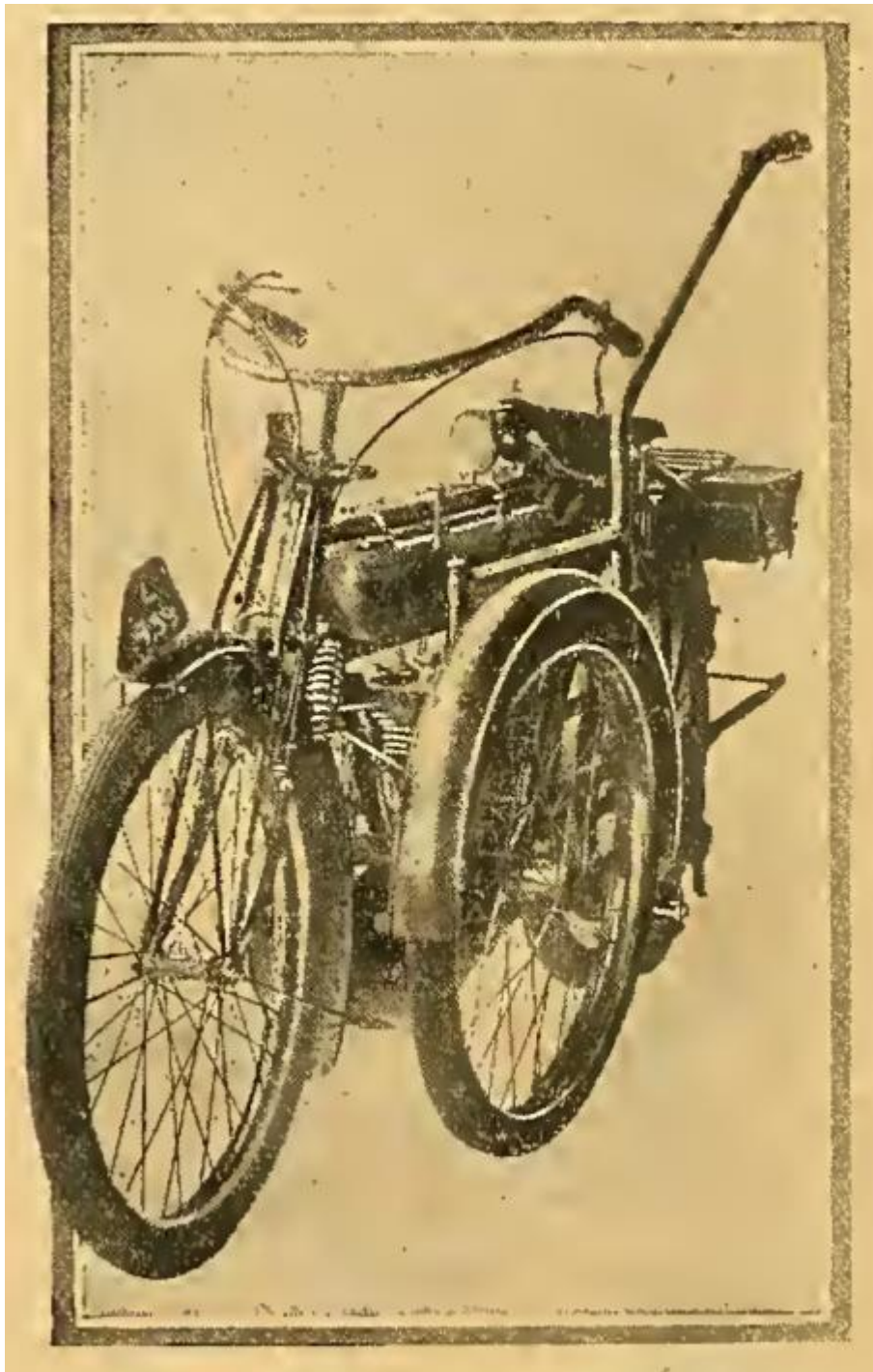
STAR OF the Streatham & DMCC hill-climb on Brasted Hill, near Westerham, Kent, was Freddy Barnes who won five of the seven classes on 2¾hp and 6hp Zenith Graduas.



Two Devonshire riders impressed the crowd at the Brastead hill-climb by the way they handled their 3½hp Premiers. R Holloway gives a masterclass in high-speed cornering.

INSTEAD OF conventional acetylene generators many American bikes were carrying 'Prest-o-lite' acetylene tanks. They measured 12x4in and held enough gas for 40 hours of night riding.

TO DEMONSTRATE motor cycle reliability DR O'Donovan set out to cover 3,000 miles on his 3½hp Singer without opening his toolox. He did it too, averaging 160 miles a day until he had covered 3,091 miles although the Singer's exhaust valve snapped soon after.

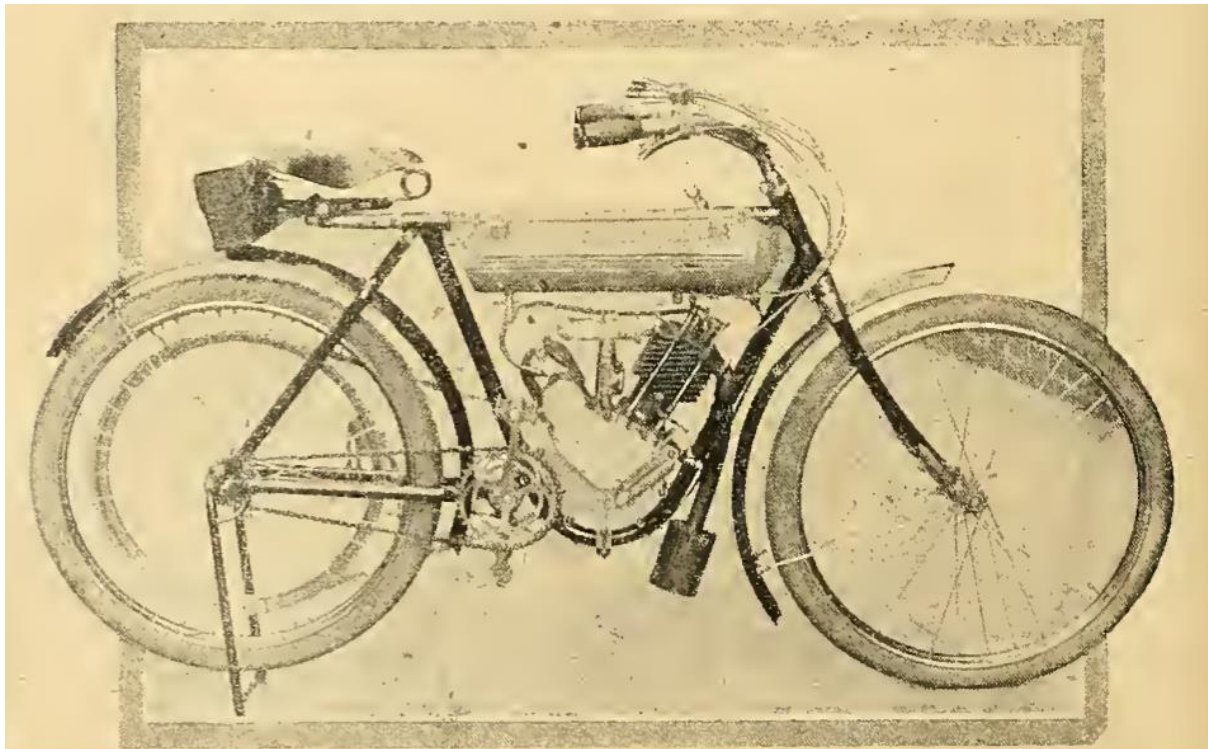


The contemporary caption simply read "Browning's patent collapsible sidecar". A combo you could store in an alley...clever or what?

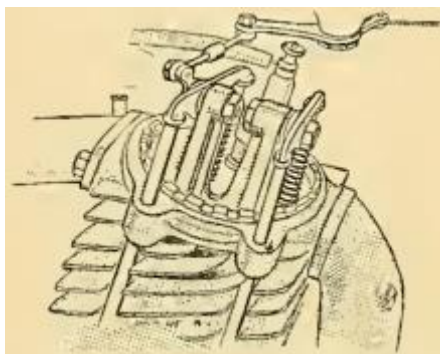
"H BRANCASTER, who unfortunately lost his first-class certificate in the ACU Quarterly Trial owing to accidentally running off the route, is none other than Mr Vincent Clive, who took the hero's part as the Earl of Brancaster in the great Drury Lane drama last year, 'The Whip'."

THE ITALIAN SIAMT arrived in Britain, fresh from taking the Stampa Sportiva Cup in the Mount Cenis hillclimb where SIAMTs took the first seven places in its class. Its 2¼hp/260cc engine boasted overhead valves in a detachable head which was secured to the cylinder by a large castellated nut round its circumference. In place of a throttle engine speed was controlled by adjusting the inlet valve, which was mounted on an eccentric. The frame featured tidy sprung

forks and a sturdy stand, leading one pundit to comment: "Considering that the machine is not specially designed for the English market, it conforms excellently to English ideas."



The SIAMT's engine was inclined, but the fins were horizontal. Both brakes were on the rear wheel, acting on the inside and outside of the belt rim; they were applied simultaneously to squeeze the rim, anticipating the action of disc pads.



The SIAMT OHV head was secured by a castellated ringnut. The inlet valve controlled engine speed.

"A YEAR OR two ago footpath supply stations for petrol, air and water, were referred to in Christmas stories in these pages as possibilities of the distant future. They are realities in the USA, as the Geyser Company, of Indiana, is prepared to fit a stand-pipe for a combined petrol, air, and water supply in front of any garage, hotel, etc. The company particularly points out that air for the tyres and water for the radiator are big inducements for motorists to stop."

"THE DERBYSHIRE police are investigating an attempt at highway robbery which, it is reported, was only frustrated by the timely arrival of Sir Herbert H Raphael, MP. It appears that Mr E Innes, of Derby, while returning home from Burton-on-Trent on a motor cycle at night, was set upon by two men who knocked him into the hedge and attempted to rifle his pockets. He called out for help to a motor car, in which Sir Herbert Raphael was passing, and the men ran away as Sir

Herbert went to Mr Innes's rescue. Mr Innes's knee had been badly cut and his clothing torn in the struggle."

SINGER'S 3½HP COMBO came with a two-speed countershaft gearbox incorporating a multi-plate clutch and a form of kickstart. The Blue 'Un reported: "We were recently allowed a short trial of the machine, and accompanied by the head draughtsman decided to visit that well-known Midland acclivity Edge Hill...The way it took the last section of gradient was excellent, the engine doing about 2,000rpm, and the machine travelling at about 18mph...the engine starts remarkably easily with gear lever in neutral; the clutch manipulation by inverted lever on handlebar is a charm, the whole combination starts readily on low gear by steadily releasing the lever and there is no jerk. Changing gear is rapid and reliable, no grinding takes place, and the clutch picks up the load without it being necessary to manipulate the levers gingerly."



Thanks to its two-speed gearbox the 3½hp Singer combo was able to climb Edge Hill.

IF A TWO-SPEED 3½hp sidecar outfit could climb Edge Hill, why not a conventional single-speeder? Local rider W Brandish took up the challenge on his 3½hp Triumph; only fitting as the hill was close to Triumph's Coventry HQ. WH Fulford rode in the Milford sidecar his company made and *The Motor Cycle* gushed: "...we must give Mr Brandish credit for having kept his machine in the finest possible riding tune. It is the first 3½hp sidecar machine on which we have reached forty to forty-five miles an hour on the road by speedometer, and the only alteration in it from the standard was the fitting of a No 38 jet...The Millford sidecar was not a light wicker affair, but from a rough calculation must have weighed 120lb. There was, naturally, great jubilation in the party present, which included Mrs and the Misses Schulte...Miss Lena Schulte, who is only fifteen years of age and had followed the performances with keen interest, could no longer suppress her



Lena Schulte, 15, with her sister Muriel on the carrier, romps up Edge Hill on a 3½hp Triumph. Her dad, of course, was Triumph MD Maurice Schulte. Mind you it took a low gear to do it...

sporting instincts, and begged permission to ride Newsome's free-engine Triumph up Edge Hill. The machine made such light work of the gradient that her younger sister Muriel's demand for a ride on the back carrier was acceded to, and again Miss Lena dexterously drove the machine to the summit, no mean performance for a young lady." WG Bower, MD of Zenith Motors, could not resist putting his oar in: "It is very entertaining to read that whilst the engine was cooling down the gear was reduced to 6½ to 1. It first gives one the impression that, owing to the machine being single geared, it was necessary to cool the engine down, and secondly, it shows that a variable gear is really necessary, as the low gear had to be put in before trying to climb the hill. And what a very laborious method of putting in the low gear. Fancy, in these days of variable gears, adjustable from the saddle, a rider having to alter his pulley by hand and shorten his belt in order to climb a hill, and then to have to reverse the operation before starting for home. I think that few sidecar passengers would stand being held up for such archaic methods. But that by the way. My point is (and the variable gear man will have grasped it in a flash) that, though the article is supposed to be on a single geared machine, it was to all intents and purposes a 'two-speeder'."

BARRED!

The HILL-CLIMBING

Zenith

WITH THE Gradua

GEAR

THE REWARD OF MERIT.

In consequence of the phenomenal success of the Gradua Gear, no less than 10 different motor cycle clubs have found it necessary to place restrictions upon its use in their competitions. The monotonous run of Gradua successes discouraged other riders from entering.

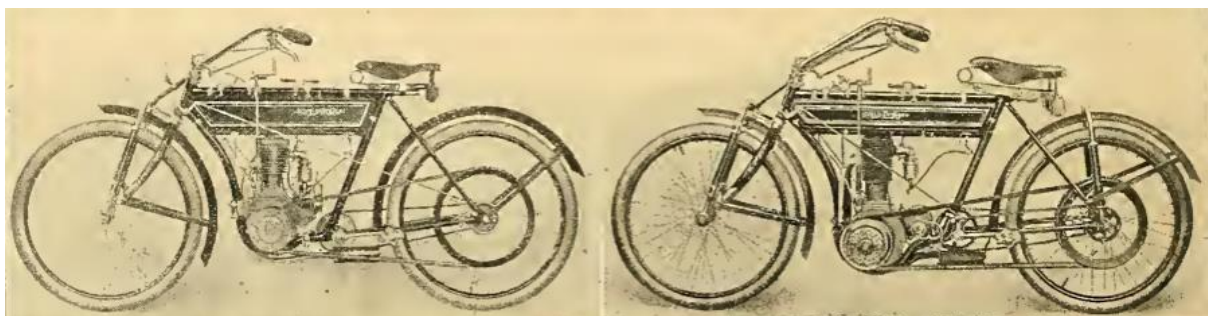
HARDYS

You can't blame Zenith for being cocky; the Gradua was, for a time, in a class of its own.

A YOUNG enthusiast from Kirkby Stephen in the Dales was in the habit of carrying his dog, a large collie, which stood on the carrier with its fore feet on his shoulders.

"WE HEAR, BUT it sounds too good to be true, that a new motive power has been discovered by a Scotsman which will drive a motor for 5½d as far as can be done on 5s worth of petrol. This is said to be derived from the smoke of coal, which, when refined, leaves a pure nitroen gas; it is non-explosive, but more powerful than steam."

PUCH, WHICH HAD been active in Austria since 1903, gained a British agent. The range comprised a 254cc, 2hp single-speed lightweight; a 453cc, 3½hp single with the option of a two-speed transmission; and a two-speed, 7hp twin which came with a sidecar, chain drive, fan cooling and obsolete automatic inlet valves. They all came with spring forks and, apart from the 2hp tiddler, rear suspension.

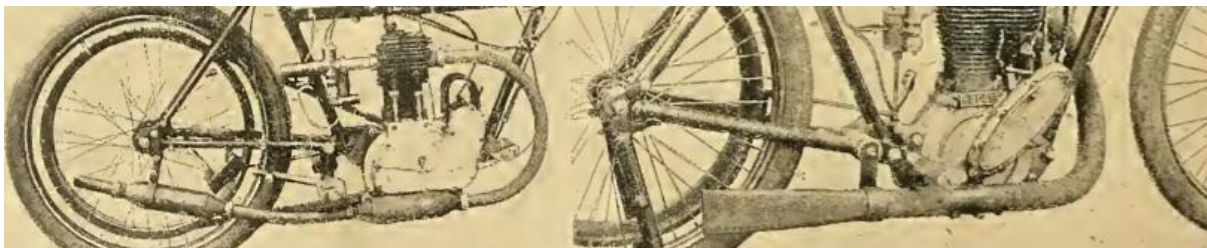


Puch came onto the British market with two one-lungers rated at 2hp and 3½hp.

TIMKEN TAPER roller bearings were replacing ball bearings in car wheel bearings; most motor cycle manufacturers were waiting to see if the advantages offered by rollers would justify the extra cost.

FOLLOWING A campaign by the Coventry and Warwickshire MC Warwickshire County Council resolved “to make a new byelaw as to the lighting of vehicles, requiring all such to be provided with a red rear light or a reflector so constructed as to reflect a red light from the lights carried by vehicles approaching from behind.” The council also reported: “We have had before us a letter from the Kenilworth Urban District Council complaining of the fast driving of motor cycles through the town, and the nuisance caused by the ear splitting and rest disturbing noise emitted from such machines, and urging that steps should be taken for reducing the speed limit of such machines. We have drawn the attention of the chief constable to the complaint.”

NOISE WAS ALSO on the agenda further south. Brooklands Automobile Racing Club gave notice to all motor cycle manufacturers and riders that “no motor cycle would be allowed on the track without an efficient silencer, and that cut-outs will not be permitted. This regulation has been brought about by residents of Weybridge, who have gone so far as to apply for an injunction against the BARC unless steps are taken to reduce the noise of motor cycles.” The Motor Cycle commented: “In the long run, the regulation, if upheld, will prove beneficial to the pastime, because it will cause makers to turn their attention to silencing the exhaust...Silent machines are said to be dangerous, but we cannot trace any accidents to this cause, whilst there have been more than one due to noise.”



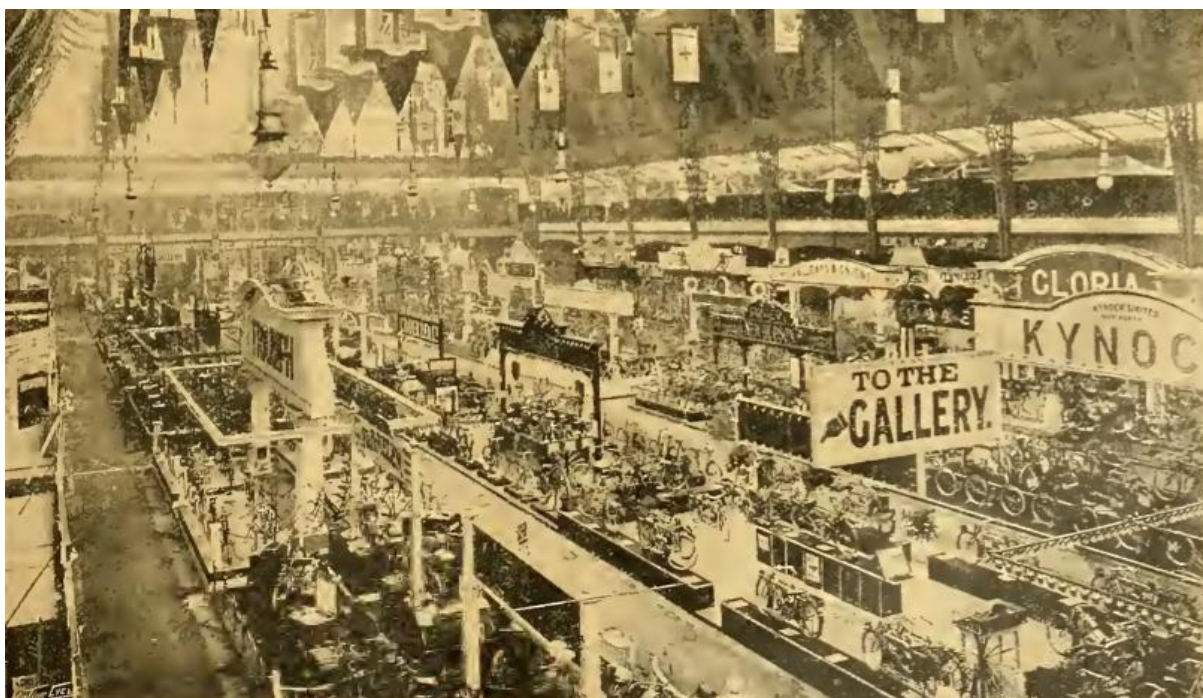
With Brooklands cracking down on motor cycle noise various forms of silencer were being evaluated; some looked way ahead of their time. Left, expansion chambers of a 3½hp Singer; right, crimped exhaust with the lines of a megaphone on Stanhope Spencer’s racing Rudge.

YORKSHIREMAN HARRY Long had a reputation as a long-distance rider. In 1908, 1909 and 1910 he set world pedal cycle records of 12,940 miles, 23,241 mile, and 25,376 respectively. In 1911 he turned his attention to motor cycling and bought a 3½hp Triumph. Long later recounted: “I was only ten minutes learning to ride the Triumph. Mr WF Newsome put me through, and after ten minutes we started on a twenty miles run, and to-day we have done fifty miles. To-morrow I drive it to Southport, 140 miles, alone.” Over the next 10 months he covered 40,000 miles. A correspondent reported: “One of his worst experiences was when he travelled from London to Doncaster in a blizzard of snow all day, and almost perished with the intense cold; at least a dozen times the rider had to dismount and dance about to restore circulation. The whole of the winter riding was, in fact, simply mud plugging, and on many occasions he wrote to me almost throwing up the ride in disgust.”

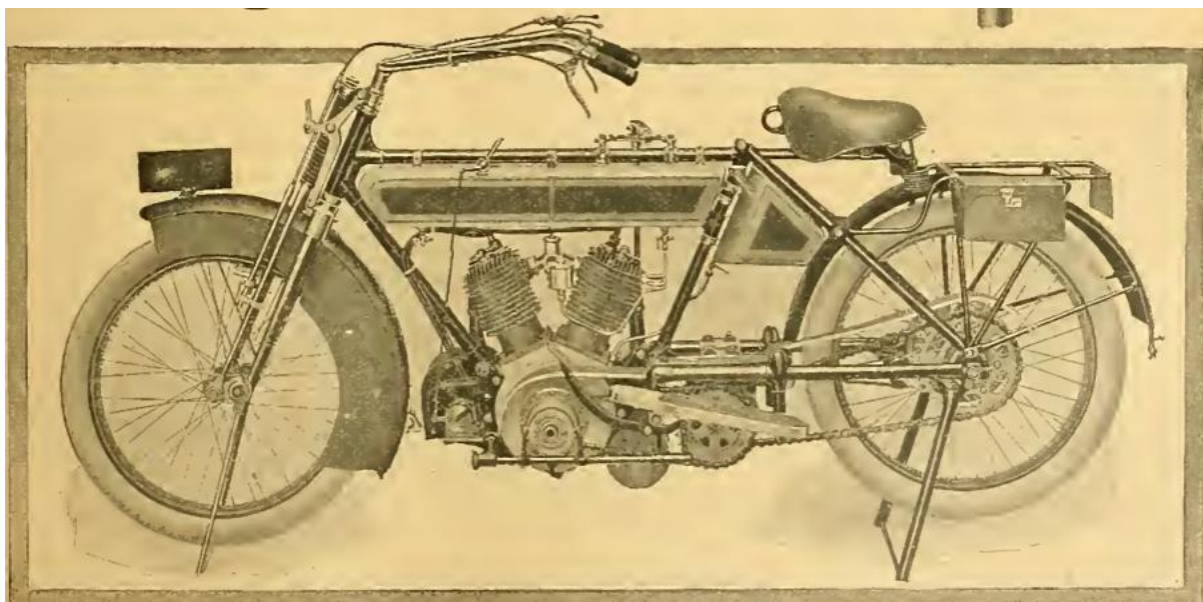


Harry Long tries an ancient boneshaker for size next to the 3½hp Triumph that had carried him for 30,000 miles when this snap was taken.

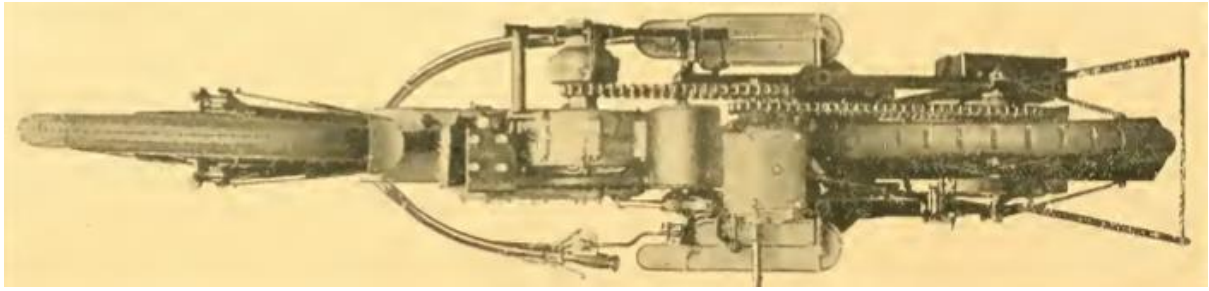
THE SHAPE OF things to come, from the preamble to the Olympia show: "Visitors to Olympia should pay particular attention to the variable gears; more of these devices will be in evidence than in previous years. A few methods of springing the rear wheel will be on view; these should be carefully examined as a development of the future. One or two examples of a laudable desire to throw off the trammels of the usual splash method of lubrication will be in evidence as a sign of what may be eventually standardised. The growing tendency towards the single pedal or kick starting mechanism, particularly in connection with variably geared machines, will be very noticeable. Among accessories the all-round improvement in adjustability of carburetters with regard to the regulation of air and petrol and the further protection of magnetos should be especially noted." For possibly the first time the starting mechanism was described as 'a 'kick' starter'. The lessons of the TT had clearly been learned—Olympia was remembered as the 'variable-gear show' with more than 80% of the 275 bikes on show boasting more than one gear. There were 552 motor cycles at Olympia, up from 393 the previous year.



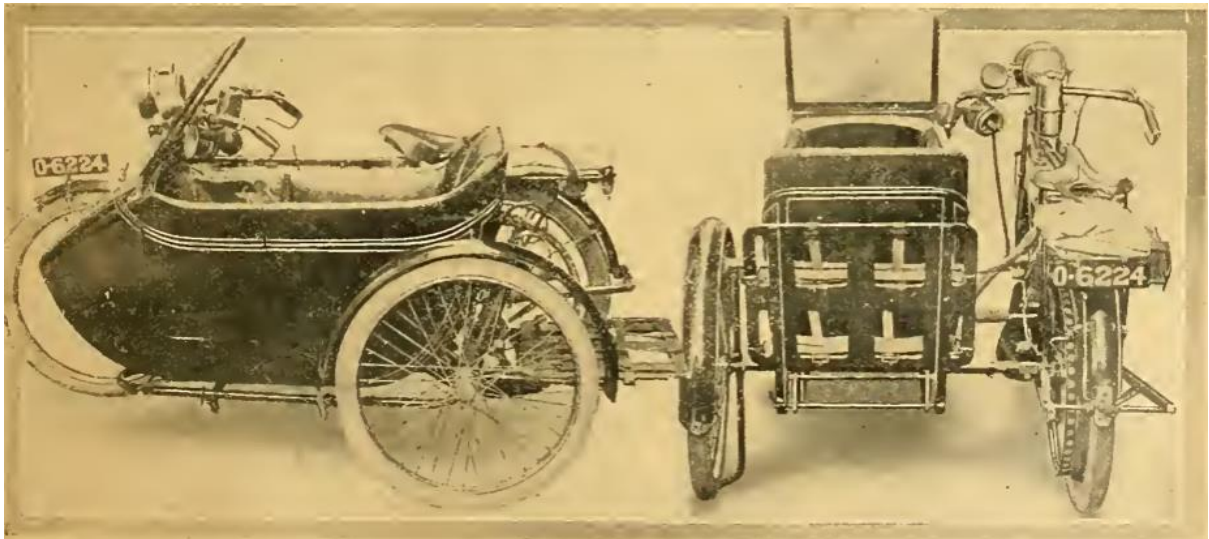
SHOW DEBUTANTES included OK Supreme; sturdy two-strokes from Sun and Levis; and the JAP-engined NUT, proudly bearing the initials of its Geordie home (since 1906 motor cycles had born the initials HM for Hugh Mason, who ran the firm with Jock Hall). "Special trips to Olympia from all parts of the country have been arranged. On Saturday there will be a big influx of visitors from the provinces. The Wolverhampton MCC has arranged for a saloon to be attached to the L&NW 5.50am train, and other organised outings will start from Birmingham and Coventry." Motor cycle clubs were offered a 50% discount on show tickets; here are a few of the goodies they found there...



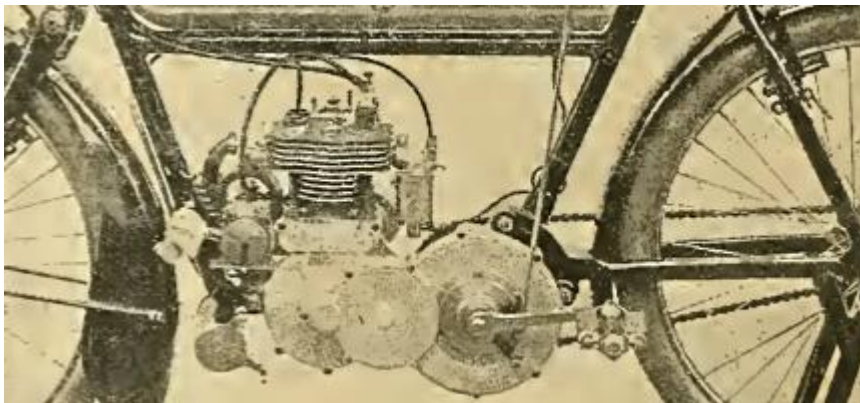
Chater-Lea's formidable 8hp, three-speed big twin, pictured with both stands down, was marketed as a sidecar hauler but was also in demand as a roadburner.



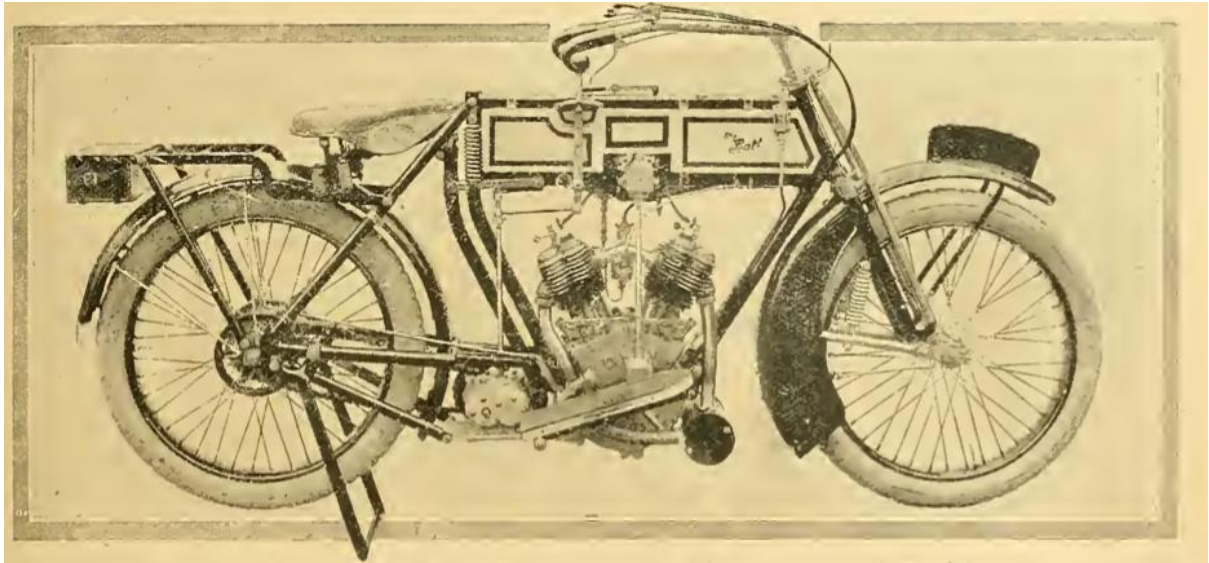
...and this is how it looked from below.



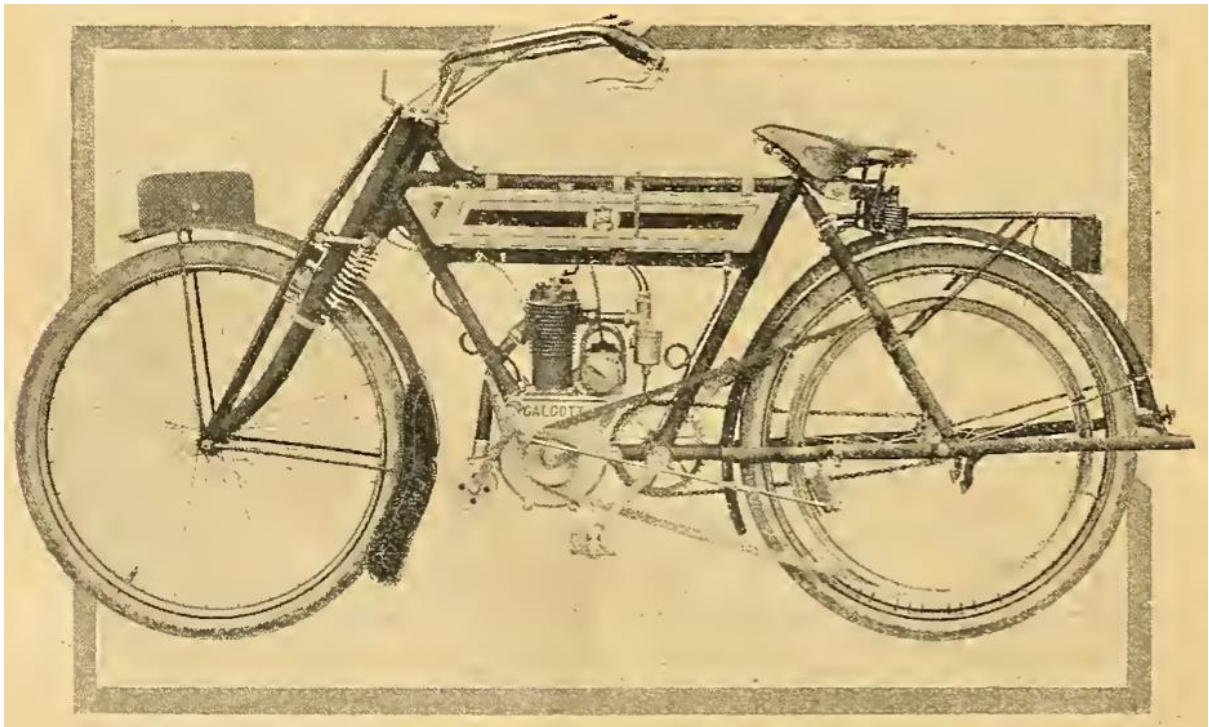
Brummy firm Mead and Deakin came up with a tidy coachbuilt sidecar incorporating a large folding rear luggage rack, C-spring suspension and sidecar wheel stand. The same chassis could also be supplied with a 'tradesman's' delivery body.



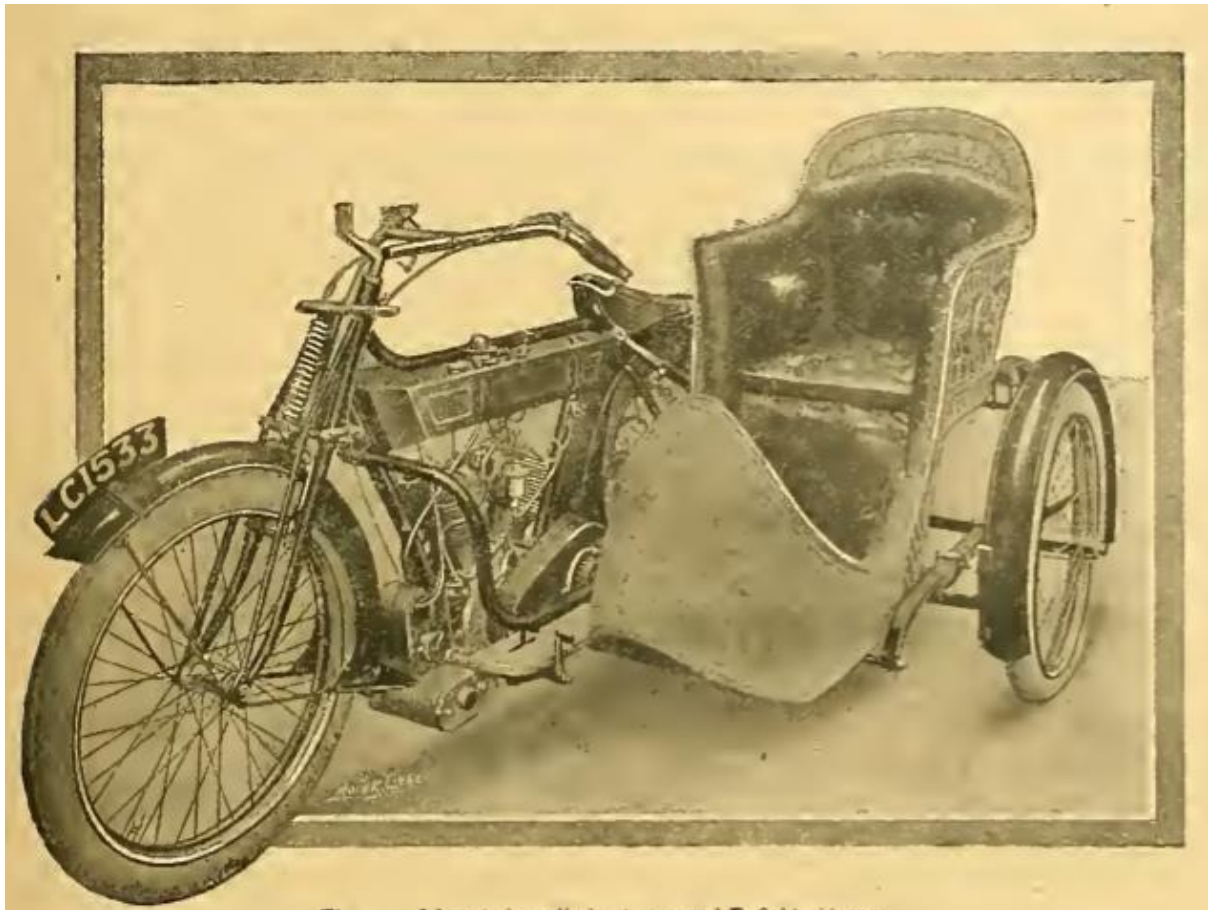
The 3hp Alcyon cocked a snook at the ubiquitous V-twin layout with a tidy vertical twin.



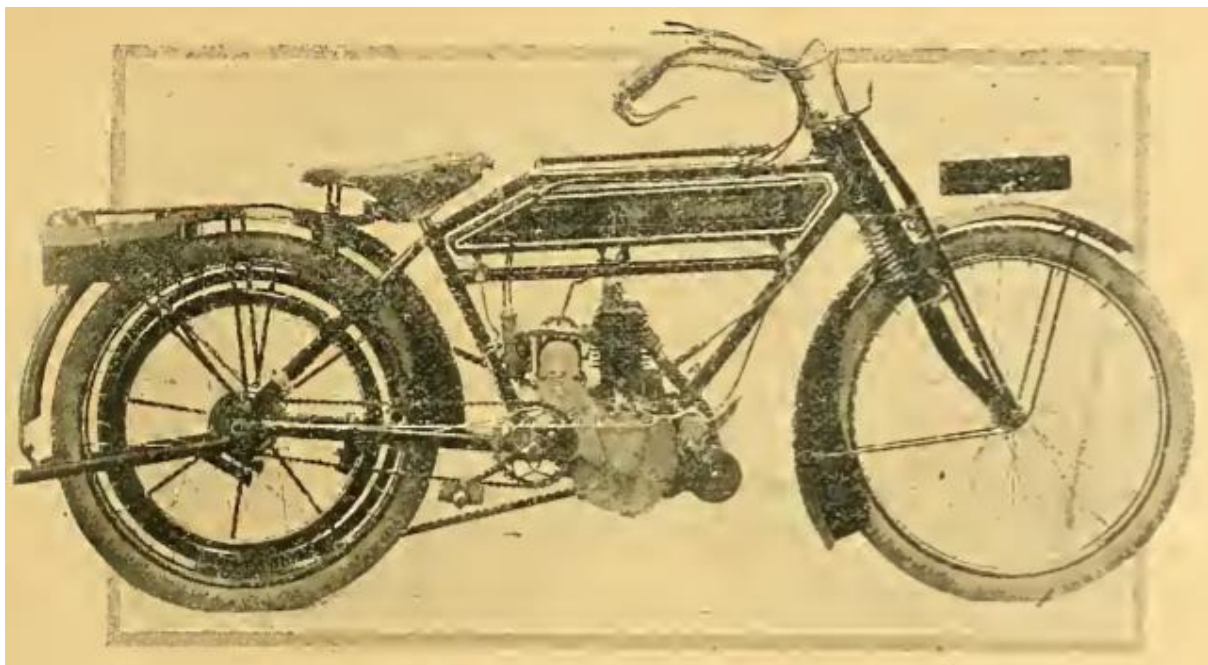
Bat's spring-frame V-twin (powered by a 6 or 8hp JAP lump) was uprated with a two-speed countershaft gearbox.



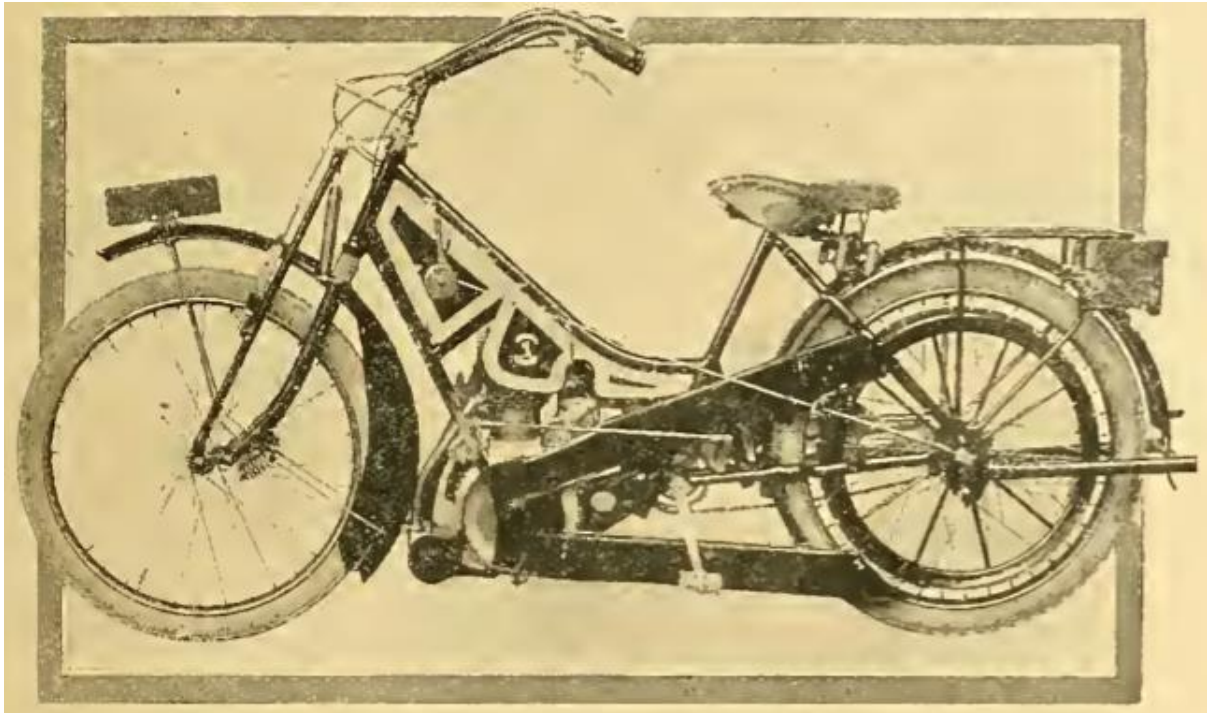
Coventry-based car manufacturer Calcott produced a tidy lightweight with an all-up weight of 100lb powered by its own 2¼hp, 237cc sidevalve. Fitments included a Bosch mag, Druid forks and Lycett saddle.



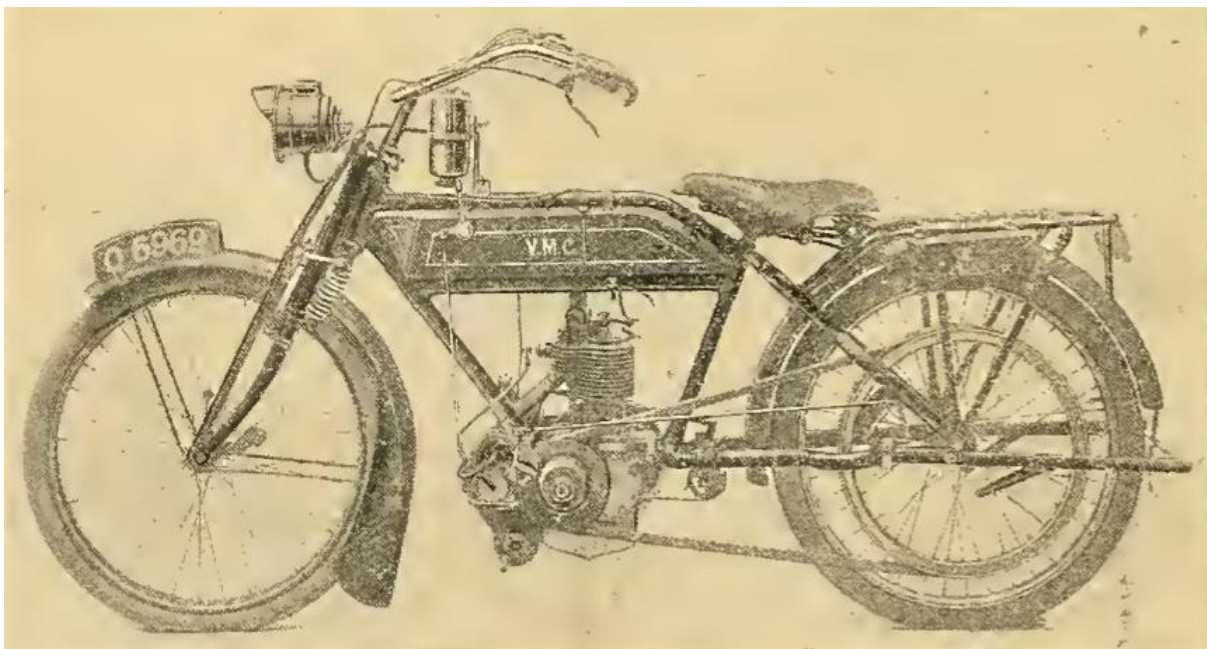
The stately lines of Enfield's 6hp two-speed combo.



Hazlewood debuted with a 2¾hp JAP engine, Druid forks and Armstrong three-speed hub. It was designed to fill the growing demand for a 'go-anywhere' lightweight.



Premier came up with a 3½hp ladies' model which featured an optional three-speed gear.

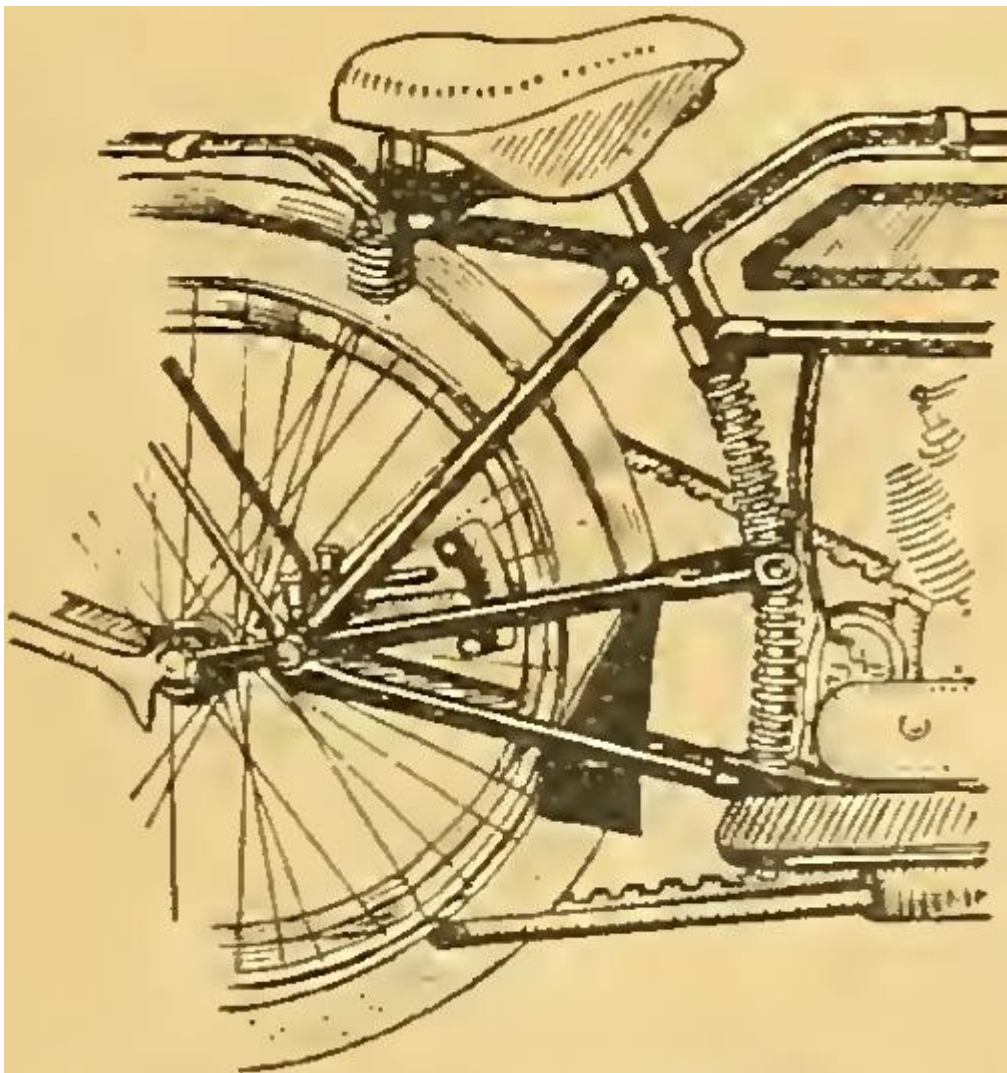


A debutante from Veloce was described as “a most ingenious motor cycle”. Its 276cc, 2¾hp engine drove through a two-speed transmission comprising “two special bronze gear wheels, formed to take a double conical clutch within. These gears are always in mesh, and one of them runs at half engine speed and acts as a timing wheel. The double-faced clutch is actuated by a quick thread screw, and locks either one or other of the special bronze wheels to the countershaft, on the near side of which is fixed a 6½in pullet.”

“A CERTAIN CLASS of speed merchant who goes tearing about the country with both ends of him at about the same level is apparently under the impression that noise means speed...It does not appear to be generally known that with a properly designed silencer an engine will produce more power than when exhausting direct into the air. This fact was established at the

one and only real silencer trial in Paris in 1907, and proves that a user of an exceptionally noisy machine is very inconsiderate, for he is gaining nothing.”

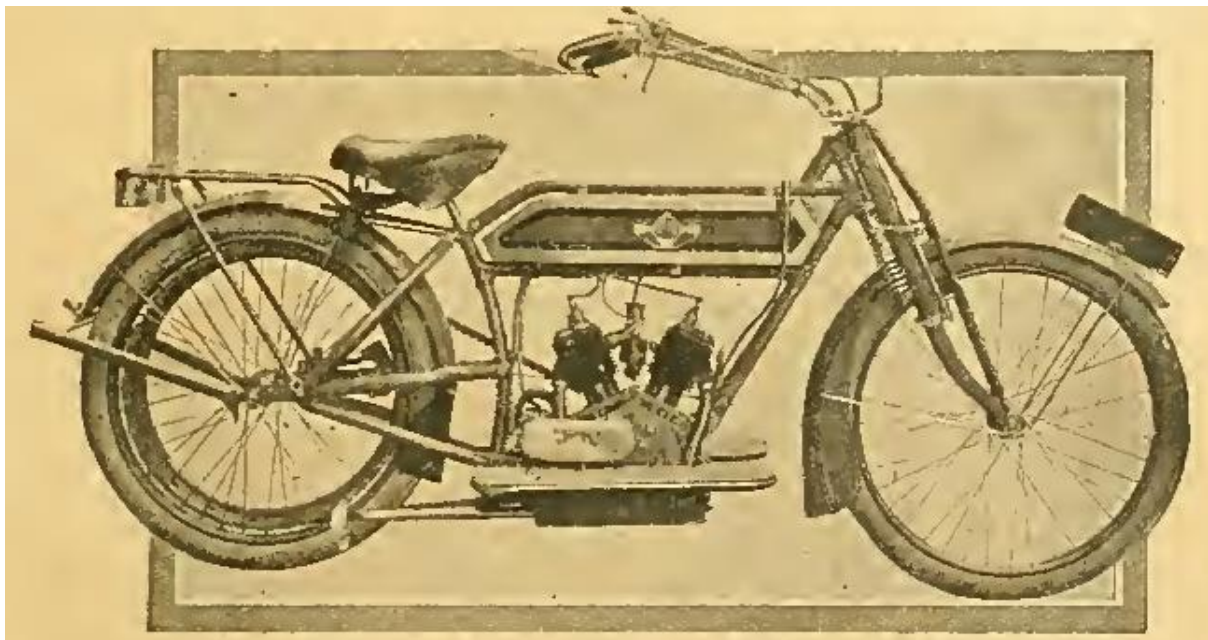
IXION ASKED: “How much longer are we to wait for the ideal rear springing device? Completely sprung frames seem to hang fire, weight being the chief drawback, with the fear of rattles and lost rigidity in the background.” His prayers were soon answered: “Dismounting from a rigid framed machine we were riding the other day, we were attracted by a smart-looking spring frame motor bicycle leaning against the pavement, and the owner, by some means learning our identity, pressed us to try thie machine. We did, and never remember a more convincing testimony to the luxury of a spring framed mount. Instead of the jolting we had experienced on the single-cylinder rigid framed mount, every time a pothole in the road lay in our path, the spring framed mount glided over the roads, no matter whether they were rough or smooth, absorbing the road shocks in a truly surprisng manner. That machine was the PV, a comparatively little known make...It will be obvious at a glance that the PV does not possess the disadvantage of many spring framed machines, viz, unsightliness. The suspension of the front portion of the machine can well be left to the Druid forks; the springing of the rear wheel is the novel point. Around the seat tube long spiral springs are mounted. These springs control the movement of a pair of stays, at the opposite end of which the rear axle is supported. The stays are hinged at the point at which the ordinary rear stays meet. This design



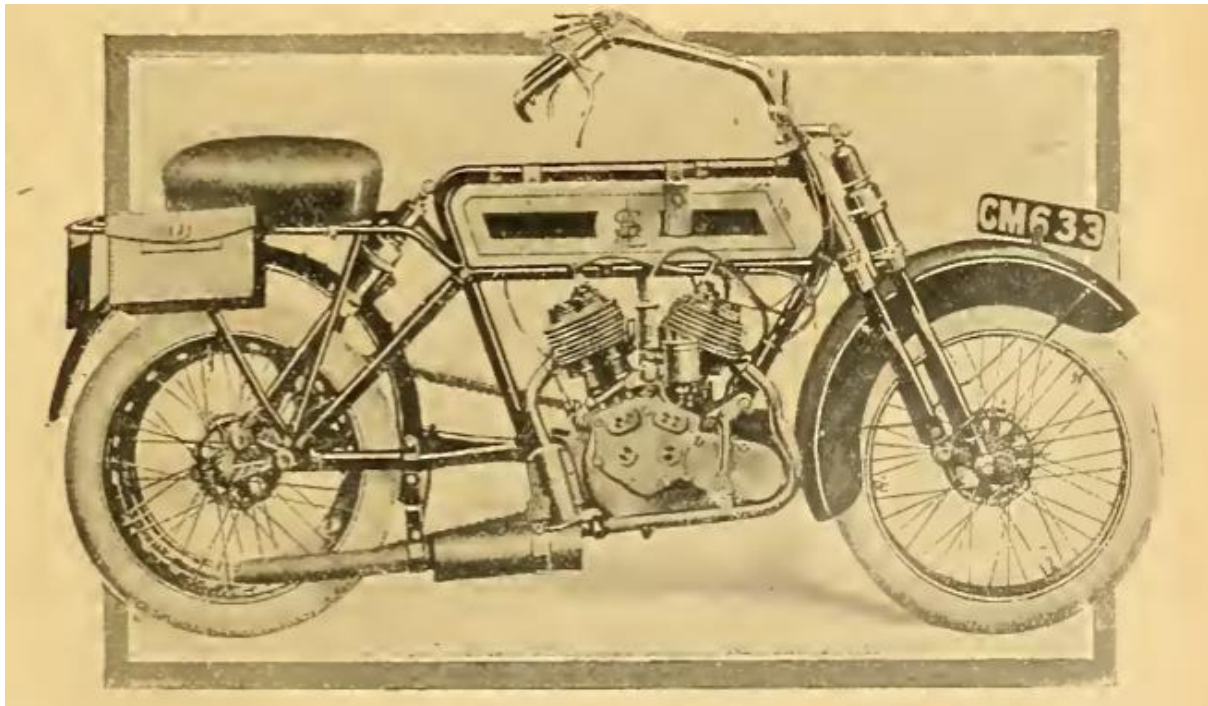
The PV's rear

suspension mechanism was an ingenious innovation.

cannot be compared with a spring seat pillar. With a spring frame the rider remains practically motionless, whereas in the case of a spring seat pillar—which admittedly is a step in the right direction—the rider is constantly moving up and down. The engine fitted to the PV is the new 3½hp MOIV twin JAP, with cylinders 60x76mm [430cc], and this little store of compressed energy largely conduces to the extreme comfort of the machine. By that we mean that the engine is beautifully balanced, besides which the machine is a hill-climber of exceptional merit, and speedy at that. Altogether we were very much impressed with the running of the PV...Though the rider is unaware of it, since none of the jolts and jars occasioned by road inequalities are transmitted to his spine, the springs are never still a moment. The member of our staff who rode this machine has no hesitation in saying that it is the most comfortable of the 46 different motor cycles he has sampled this year. Other features of the PV include a dropped top tube giving a low saddle position, handle-bar controlled magneto and rubber-covered footboards. The silencing arrangement is most effective. The exhaust first enters the large-sized box under the right footrest, and the burnt gas is afterwards conducted rearwards along a short spout-ended pipe. At low speeds the exhaust is practically inaudible, yet the engine remains comparatively cool on long non-stop runs, and seldom, if ever, knocks.”



The motor cycle industry was firmly rooted in the Midlands but the new PV, with fore-and-aft suspension, hailed from London.



No doubt the chaps at ASL would point out to Ixion that ASL stood for Air Spring Ltd—the cantilever frame and springer forks both featured air shocks.

<h1>A. S. L.</h1>	<h1>MOTOR CYCLE</h1>
<p>Although the "A.S.L." Motor Cycle is the greatest advance in motor cycle construction ever known, it comes to you only after severe tests, and you are not asked to experiment.</p> <p>It entirely does away with one of the greatest faults of the motor cycle—vibration.</p> <p>Riding on an "A.S.L." machine is an entirely new sensation. No shocks of any kind are felt, both wheels being sprung. The rider is literally "riding on air."</p> <p>Long journeys can be accomplished at high speed without fear of fatigue.</p> <p>The air-spring, consisting of a piston working in an air-tight cylinder, simply designed and made, presents no complications. Its great advantage lies in the fact that it can be pumped up like an ordinary tyre to suit the rider's weight.</p>	
<p>A.S.L., Ltd., CORPORATION ST., STAFFORD.</p> <p><small>Telephone—156, Stafford. Tel. Address—"Air-springs, Stafford."</small></p>	<h2>"RIDING ON AIR."</h2> <p style="text-align: right;"><small>C.D.C.</small></p>

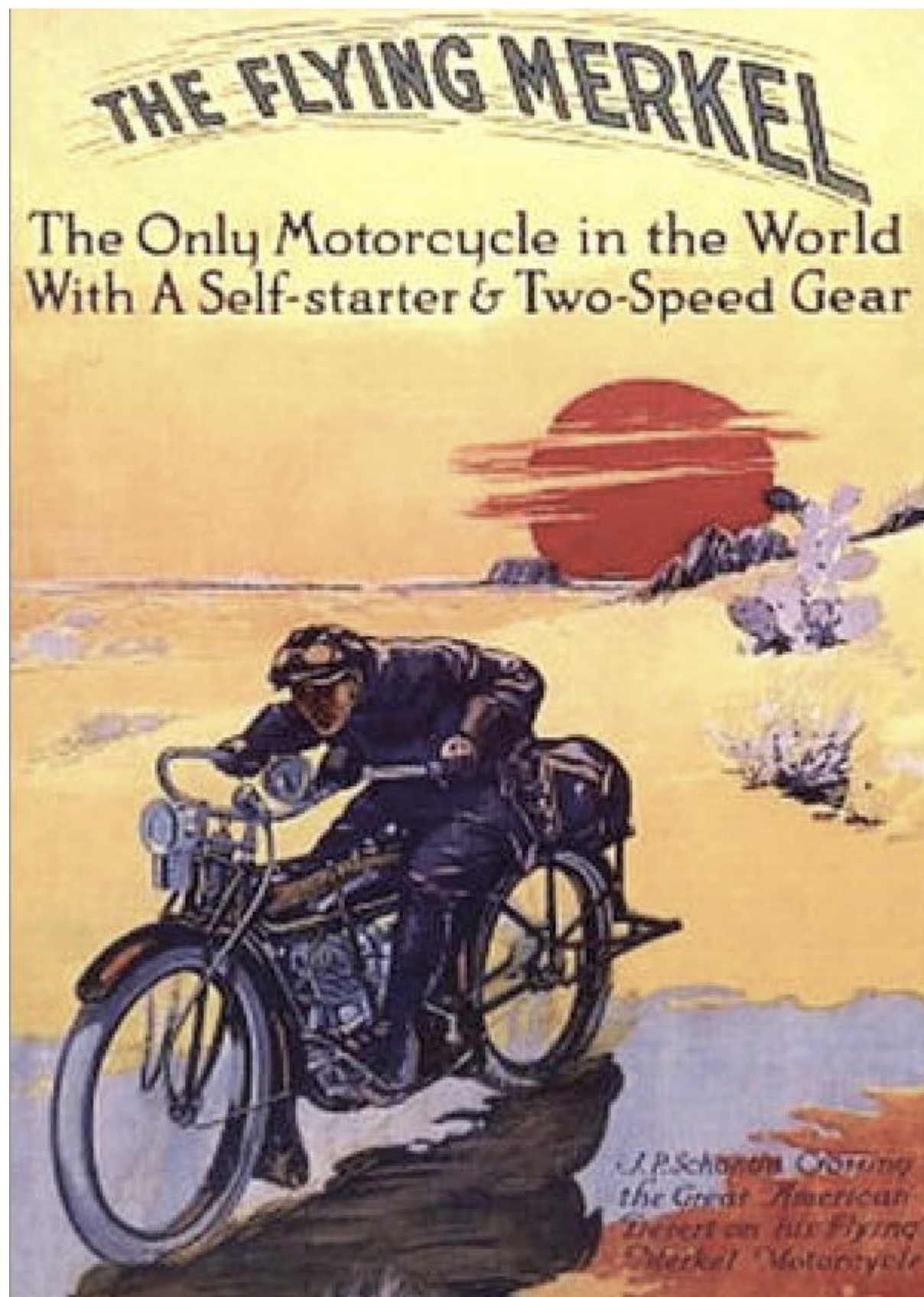
THE MOTOR CYCLE Buyers' Guide revealed that there were exactly 323 models on the market: 215 one-lungers, 62 twins, 12 passenger machines, 12 ladies' machines and 22 combos. Active marques on the British market at the end of the year were: AC, AJS, Alcyon, Allday, Anglian, Ariel, Arno, ASL, B&A, Bat, Bradbury, Brough, Brown, BSA, Buck, Calcott, Calthorpe, Campion, CCR, Centaur, Chater-Lea, Clyno, CMC, Corah, Dene, Dot, Douglas, Ebo, Edmund, ELI, Elswick, Enfield, Excelsior, FN, Forward, Gamage, Grandex, Hazel, Hazelwood, Hobart, Humber, Indian,

Ivy-Precision, Ixion, James, Kerry-Abingdon, Kynoch, Levis, Lincoln Elk, LMC, Macbeth, Martin, Matchless, Midget Bicar, MM, Morgan, Motosacoche, New Comet, New Hudson, New Imperial, NLG, Norton, NSU, NYE, OK, Osmond, P&M, Pierce, Pilot, Portland, Premier, Puch, PV, Quadrant, Rex, Roc, Rover, Rudge, Samson, Scott, Service, SIAMT, Singer, Steelhouse, Stuart, Swan, Swift, Torpedo, Triumph, Trump, Unocar, Victoria and VMC, WD, Win Precision, Wulfrana and Zenith. The burgeoning sidecar sector included: Canolet, Chater-Lea, Clyno, Comfy, Coronet, Dunkley, Farrar, Gloria, Grandex, Griffin and Kerry.

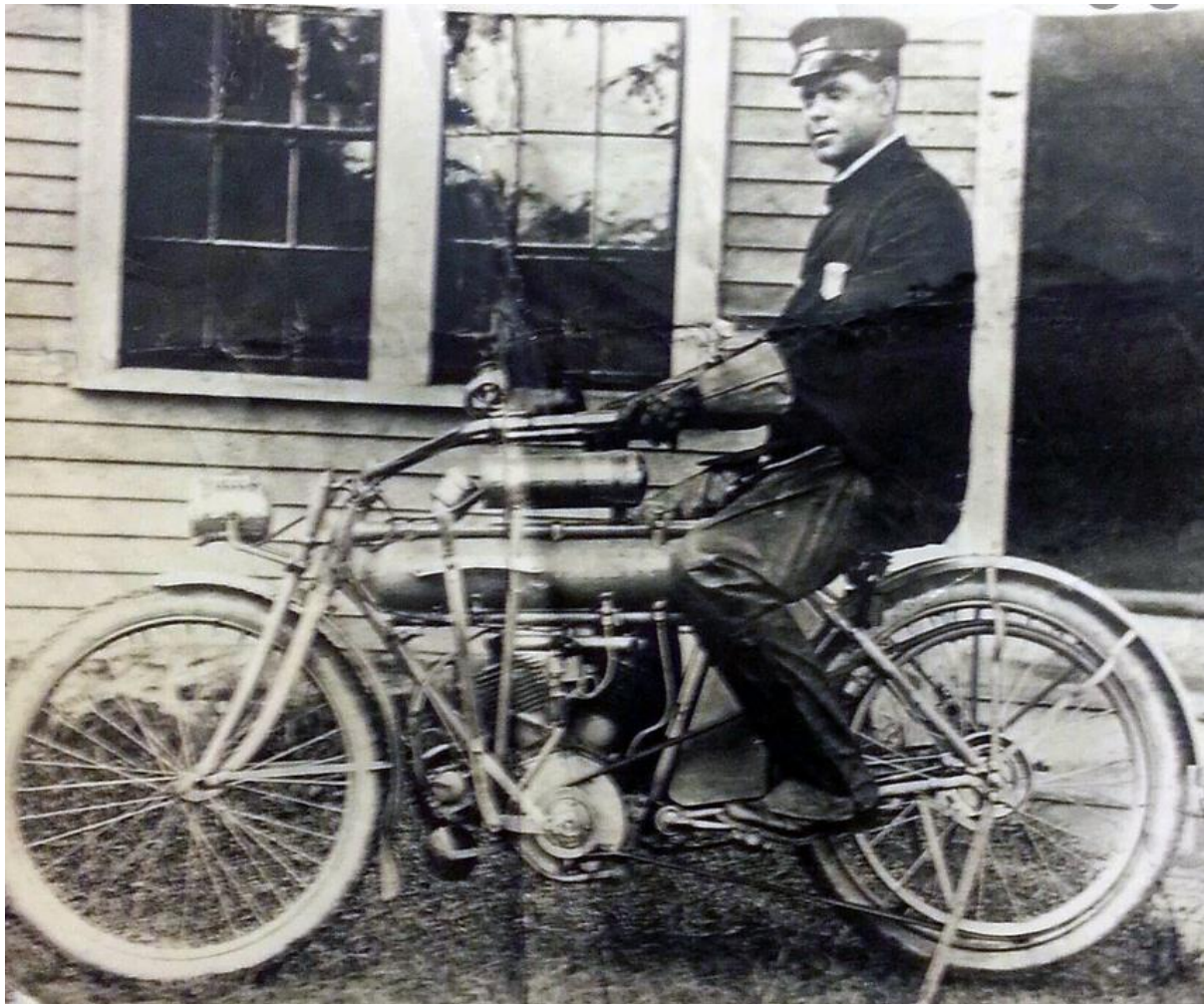
A TYRE manufacturer attempted to force its stockists into an exclusive contract, prohibiting them from dealing in any other make of tyre. The AA and Manufacturers' Union issued a joint statement criticising "an attempt to create tied houses in the tyre trade" which would be "inimical to the interests of its members".

AUSTRALIA held its first motor show which concluded with a motor cycle gymkhana. Events included a novice race, obstacle race, speed race, lifebelt race, potato race and 'tilting at the ring'.

THE ACU decided that for 1912 the capacity limit for the Senior TT would be 500cc (Class C) "for any type of engine; that is to say, for single and multi-cylinders or two-strokes". The Junior TT limit would be 350cc (Class B) for any type of engine.

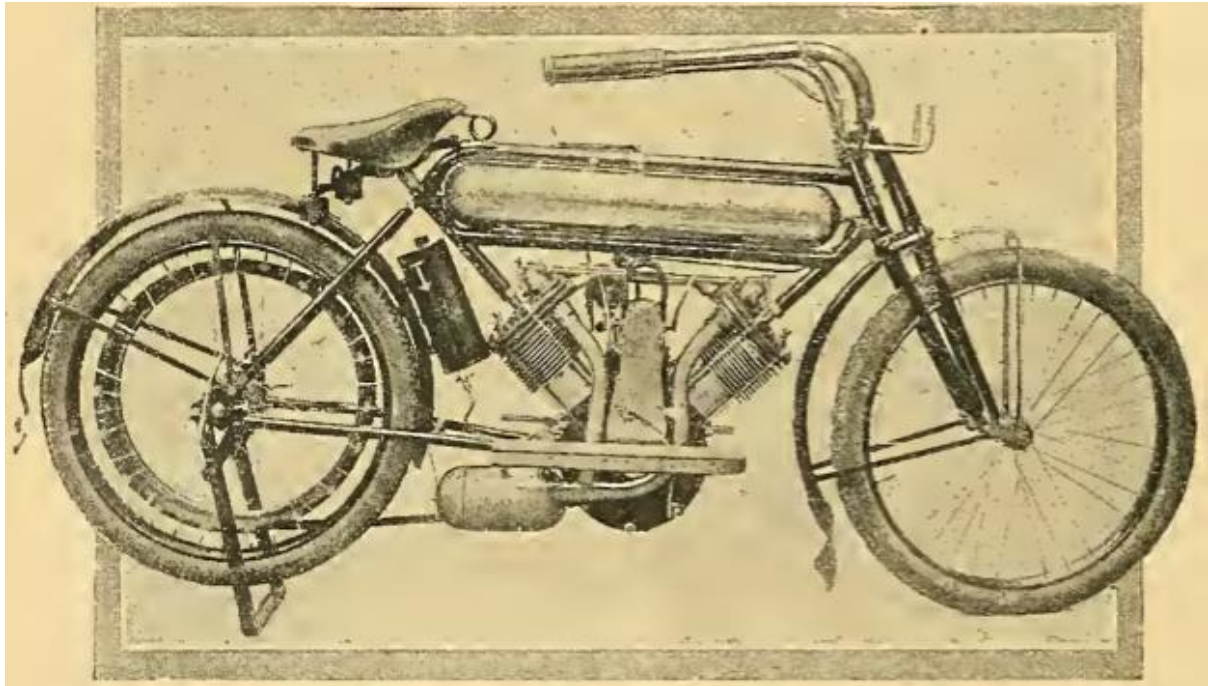


Yankee roads, it seems, were rough but their adverts weren't. Merkel's claim was, of course, hokum.



Beverly, Massachusetts bought a 6hp, two-speed 884cc, V-twin Flying Merkel, and worked it hard. Patrolman William Pickett rode it from 9am-7pm when night patrolman Harry Monies took over for another 10-hour shift on the motorcycle. This is Pickett in his State Motorcycle Police uniform with hat and leather leggings, photographed for the Boston Herald.

AN ENTHUSIAST returned from a trip to New York with a vivid description of motor cycling in the States (where he noted bikes were notably thin on the ground): "A fairly large party were going out to see some flying at the Wright Bros' ground, about eight miles from the city, and as I was travelling in a car I was able to appreciate the sensations of half a dozen Indian riders who 'hung on' for most of the way. At speeds above 20mph they appeared never to touch their saddles at all, and in order to avoid ruts, the steering consisted of a series of plunges from side to side of the road. Several times they dismounted to negotiate a particularly deep patch of loose sand, and often in rising over a hump in the road the whole machine would leave the ground for a foot or two coming down with a 'whack' which made one wonder how the frames could stand the continual strain."



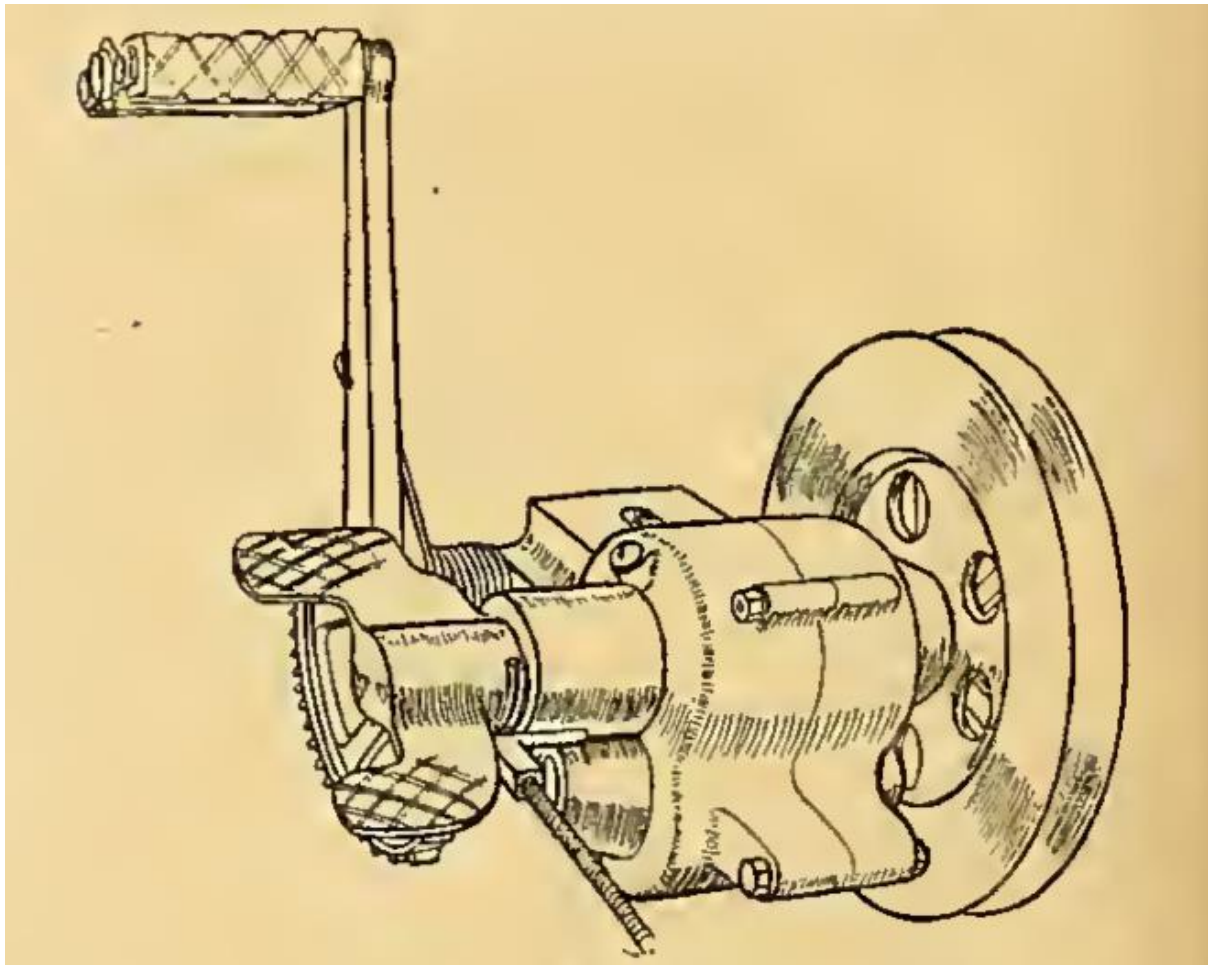
The 9hp MM had just made its way from the US to the UK, where roads were far smoother than it was used to.

“THE BOOM in motor cycles which set in in England two years ago has now reached Ceylon. All the motor cycles imported are bought up at once, and many more could be sold if they could be delivered...A Ceylon MCC has now been formed, and the members already number sixty. One of the leading newspapers in Ceylon has recently started a column of motor cycling notes. The writer who adopts the pseudonym of ‘The Spark’ deals first with the cost of running a motor cycle.”

ITEMS OFFERED in exchange for motorcycles in a single issue of the Blue ‘Un included gramophones and records; a grey parrot and folding camera; a grand piano; an ‘automatic lung tester’; a knife cleaner; gas fittings; and a diamond ring.

ARCHIBALD C GRAY, a Leeds commercial traveller, was riding towards Askham Bryan when his machine skidded on the tarred main street of Tadcaster. Gray sued the local authority for damages. Judge Templer rejected the claim and concluded: “If you go on a tarred road you go at your own risk. The roads are not made for either motor cycles or motor traffic. They are made for ordinary people. Motorists seem to think the roads are made entirely for themselves, and for their own purpose. They are the greatest nuisance which ever came, and the sooner they are swept off the face of the earth the better.”

MAGISTRATE W EMBLETON Fox had a firmer grasp on reality. Fining a motor cyclist £3 for ‘driving to the public danger’ in Gainsborough, Lincs, Fox said he did not punish motorists for exceeding the legal limit “for limits were simply artificial restrictions” but he warned: “Furious driving must be taken seriously.”



Bowden branched out from its control-cable business to produce a two-speed countershaft gearbox. The large (7in) pulley was designed to minimise belt slip; other features included a heel-and-toe clutch/gearchange pedal and a kickstart: "The segmental wheel carries a crank and pedal, and by kicking downwards and backwards the engine is revolved two-and-a-half times to one-half revolution of the pedal starter...The Bowden Wire Co inform us that on test they can start a single-cylinder 3½hp Minerva or an 8hp Bat-JAP with certainty by one thrust down of the crank...The counter-shaft type of gear is certainly growing in popularity, and the enterprise of the Bowden Wire Co in marketing a gear which can be fitted to almost any standard model will doubtless receive its just reward in the form of an extensive demand."

THE BLUE 'UN was the victim of trans-Atlantic plagiarism and responded with a pen dipped in vitriol. "Yankee journalistic Methods: There is an American paper named *Motor Cycling* which makes a practice of reproducing sketches from *The Motor Cycle*, and paraphrasing the matter accompanying them without the slightest acknowledgment of the source from which the drawings or matter were obtained. Even if it were our policy to do so we could not return the compliment by copying American drawings, as those of the paper in question are much too poor to ever find a place in these columns." And, a few months later: "*The Bicycling World and Motor Cycle Review* (America) has published four whole pages of sketches lifted bodily from this journal. In some instances the illustrations bear our artist's initials, but not the slightest acknowledgment is made. We can only say that it must be a welcome change for the readers of the American paper referred to, to see a selection of really first-class practical sketches in a native journal, and doubtless the Yankee editor recognises this fact."

THE DUTCH MCC (or, more correctly, the Nederlandsche Motorwielrijders Vereeniging) sent a message to *The Motor Cycle*: “The members of the Dutch MC Club who, last summer, paid a visit to the Isle of Man, wish all their English motorfriends a Merry Xmas and a Happy New Year and sincerely hope to meet them again in August 1912, on occasion of the English-Dutch Reliability Trial.” The Dutch lads planned a reliability trial with teams of 12 from each country and, in return for the hospitality they had received during their TT visit, promised escorts from the Hook, accommodation and a full programme of entertainments.



The Sheffield and Hallamshire MCC blew away the Christmas cobwebs with their annual Boxing Day reliability run to Bridlington. The lads are pictured at Sheffield Town Hall at 6.30am.

BY YEAR'S END a total of 36,242 new bikes had been registered in Britain and 7,357 had been exported (up from 3,341 in 1910 and 1,884 in 1909). At the same time imports fell from 1,442 in 1909 and 1,387 in 1910 to 1,351 in 1911. The Blue 'Un commented: “The motor cycle industry is rapidly becoming an important factor in British trade, and from the Board of Trade returns one cannot doubt the fact that British motor cycles have a firm grip of the market abroad and in the colonies.” It estimated that there were 56,000 motor cycles in use on British roads; in France the total motor cycle parc was only 27,000: “These figures, in addition to being small in comparison with our own, are meagre for a country the size of France. If the pastime were anything like as popular as it is in Great Britain the number should be at least six times 27,000.”

IXION PENNED a ripping yarn of Christmas story reflecting increasing concern about the threat of war: it centred on the hunt for a German spy. You'll find it among the 1911 features—well worth a gander.



Birmingham MCC riders leaving the Station Hotel, York, on the homeward leg of their Boxing Day reliability run. Left to right: SA Rowlandson (Rudge), V Busby (Humber), WG Blackwell (Zenith), A Young (Kerry-Abingdon), G Bell (New Hudson), T Pollock (James) and K Clark (Corah).



THE HANDY SIDECAR.

Mrs. Carside (to husband who has volunteered to run her into the nearest town to get a few things for Christmas): "Now, dear, if you can manage Pompom and the wooden horse, we'll pop off home."

Sidesplitting

cartoons were becoming a Christmas staple.

AND TO CLOSE this review of the year, here's a selection of adverts...

M.C.C. 24 HOURS' WINTER RUN.

THE **A.J.S.** LIGHTWEIGHTS

were as usual on top.

3 GOLD MEDALS AWARDED

The sensible all British Motor Cycle built on standard lines
with NO experiments.

Catalogues free from

A. J. STEVENS & Co., Ltd., Retreat Street, Wolverhampton

London Agents:—

H. TAYLOR & Co., 21a, Store Street, Tottenham Court Road.

LONDON - EXETER - LONDON

24 hours' run. 322 miles.

ANOTHER 100 % RESULT FOR

KERRY-ABINGDON



ONE KERRY-ABINGDON ENTERED.
ONE KERRY-ABINGDON FINISHED.

The reason is because Kerry-Abingdon Motor Cycles are made with absolute precision in the famous Abingdon Works. This year's models include every known good point and exclude the many bad ones seen in other makes.

Write for full particulars—

EAST LONDON RUBBER CO.,
29 & 31, GREAT EASTERN STREET,
LONDON, E.C.

Branch Depots:

Kerry House, Furnival Street, Sheffield.
101-102, St. Thomas Street, Bristol.



THE "ALCYON" LIGHTWEIGHT

Makes you independent of Railway Strikes.

M.C.C.
London-Edinburgh
Run.

GOLD MEDAL.

Junior T.T. Race.

FASTEST SINGLE
GEARED MACHINE.

M.C.C. Gymkana,
Brooklands.

3-lap Race.
THIRD, against very
severe handicapping.



Alan Hay arriving at Edinburgh on his 2 h.p. Alcyon.

Paris-Trouville Race.

FIRST.

2 h.p. ALCYON,
complete—

Price **£39.**

Agents wanted
where not
represented.

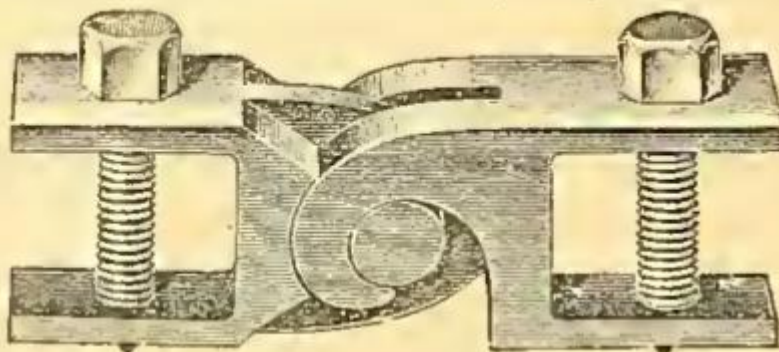
Telephone—
Victoria 1215.

G. N. HIGGS, 31, Vauxhall Bridge Road, London, S.W.

AMAC WARNING

To those who, finding they were unable to buy AMAC Belt Fasteners (made from the solid) from our Stand at Olympia, all being sold, and who appropriated some SAMPLES from the Stand that were not hardened, if they will kindly send them back we will harden them, free of charge, as we have a reputation to safeguard.

Price.. .. 5/- each.



A. S. L.

MOTOR CYCLE

Although the "A.S.L." Motor Cycle is the greatest advance in motor cycle construction ever known, it comes to you only after severe tests, and you are not asked to experiment.

It entirely does away with one of the greatest faults of the motor cycle—vibration.

Riding on an "A.S.L." machine is an entirely new sensation. No shocks of any kind are felt, both wheels being sprung. The rider is literally "riding on air."

Long journeys can be accomplished at high speed without fear of fatigue.

The air-spring, consisting of a piston working in an air-tight cylinder, simply designed and made, presents no complications. Its great advantage lies in the fact that it can be pumped up like an ordinary tyre to suit the rider's weight.

A.S.L., Ltd., CORPORATION ST.,
STAFFORD.

Telephone—156, Stafford. Tel. Address—"Airsprings, Stafford."

"RIDING ON AIR."

C.D.C.

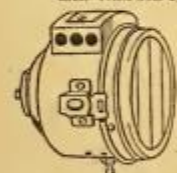
BROWN BROTHERS, Limited



The "Duco" Combined Belt Punch and Cutter. Punches a hole and cuts the belt to the correct length in one operation. The cutting blade is detachable, so that it can easily be sharpened when necessary. Well made and finished in best style. One size only, suitable for 1 or 1 1/2 in. belt. Each 4/9.



"ROBI" SHIELDS. Keep your hands warm and do not interfere with handle-bar motion. Malleable iron. Price from 9/6.



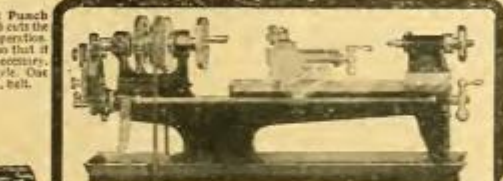
The "Duco" Motor Cycle Lamp. The body is made in one piece, and covered with a heavy coating of vitrified enamel. This highly polished surface sends only an occasional wipe with a damp cloth, fitted with mirror lens. No. 111111. Enamelled black with nickel-plated mounts. 12/- each.



"N.A.D." Spring Seal-puller for Motor Cycles. Supplied for various weights & diameters. No. 121212, each 12/6. Spare springs 1/- each.



Motor Cycle Splashes. All leather. The strongest and most durable in the market. Fitted with spring steel strip, which always keeps it in shape. No. 111111, size 11 x 12, each 2/9. Patent waterproof rubber, supported with spring steel strips. 111111 each 2/6.



Improved English Made 31 in. Centre, Sliding, Screwcutting, and Boring Lathe. The flywheel is balanced, and cuts heavy; this, in conjunction with the latest cone on the headstock, makes the lathe very powerful. Testing—Every lathe tested to bear twice the strain that any one could put upon it. Full specification on request. No. 111111, Bench Lathe only. — — — £10 10 0. No. 111111, for Treadle or Power — — — £13 10 0. We invite applications for particulars of any kind of tools.



Lodge Motor Cycle Sparking Plug. Gives the greatest satisfaction. Price, 4/- each.



"FLASH" Antiseptic Hand Cleaner. "Flash" cleans everything better and quicker than soap, it leaves the skin absolutely clean and free from impurities and when the matter is thoroughly rubbed in, it is beneficial to the skin, and may be used with hand, soap, hot, cold, or salt water. 10. And 2 6 per six.



The Blanchard motor cycle type with clip. From 10/6 nickel 12/- each. Fitted with 2/- extra.



Duco Model X Motor Cycle Type. A specially strong and heavy one-piece cover suitable for powerful machines, 26 x 21 in., over 50/-.



Spare Petrol Can. Not and exempt. Delivered with metal hoops for clamping to carrier. Enamelled green with brass stopper. 111111, 1 gallon size, each 2/6. 111111, 1/2 gallon size, each 2/-.



"A.J.C." Knee Grips for Motor Cycles. Give the rider a firm hold on the machine, thereby leaving the hands free to manipulate handle-bar levers. Per pair, 6/6.



Autolite Motor Cycle Lamp. The most light giving and best constructed lamp on the market. Write for new "Autolite" folder, describing latest models.



The "Challenge" Watch. For sales on hand. Nickel-plated case. Complete with handkerchief. 111111, each 5/6.



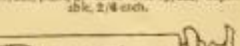
King Dick Belt Punch. No. 111111, each 1/6.



The "Duco" Adjustable Lamp Bracket for Motor Cycles. Supplied for round or oval clips. Price, each 4/9. Adjustable in every sense of the word, and is strong enough to carry the heaviest lamp. Its chief advantage is that the lamp can be tilted to any angle.



MOTOR CYCLE HORN. No. 111111, Motor Cycle 2-note Horn, each 4/9. No. 111111, 3-note — large size 7/6. No. 111111, 3-note — small size 6/6.



Valve Grinding Tools—for Motor Cycles. Specially made with a view to overcoming the difficulty of grinding valves that need grinding. No. 111111, plain, 2/- each. No. 111111, adjustable, 2/6 each.

London Manchester Paris

Increasing Popularity of the **B.S.A.** Motor Bicycle

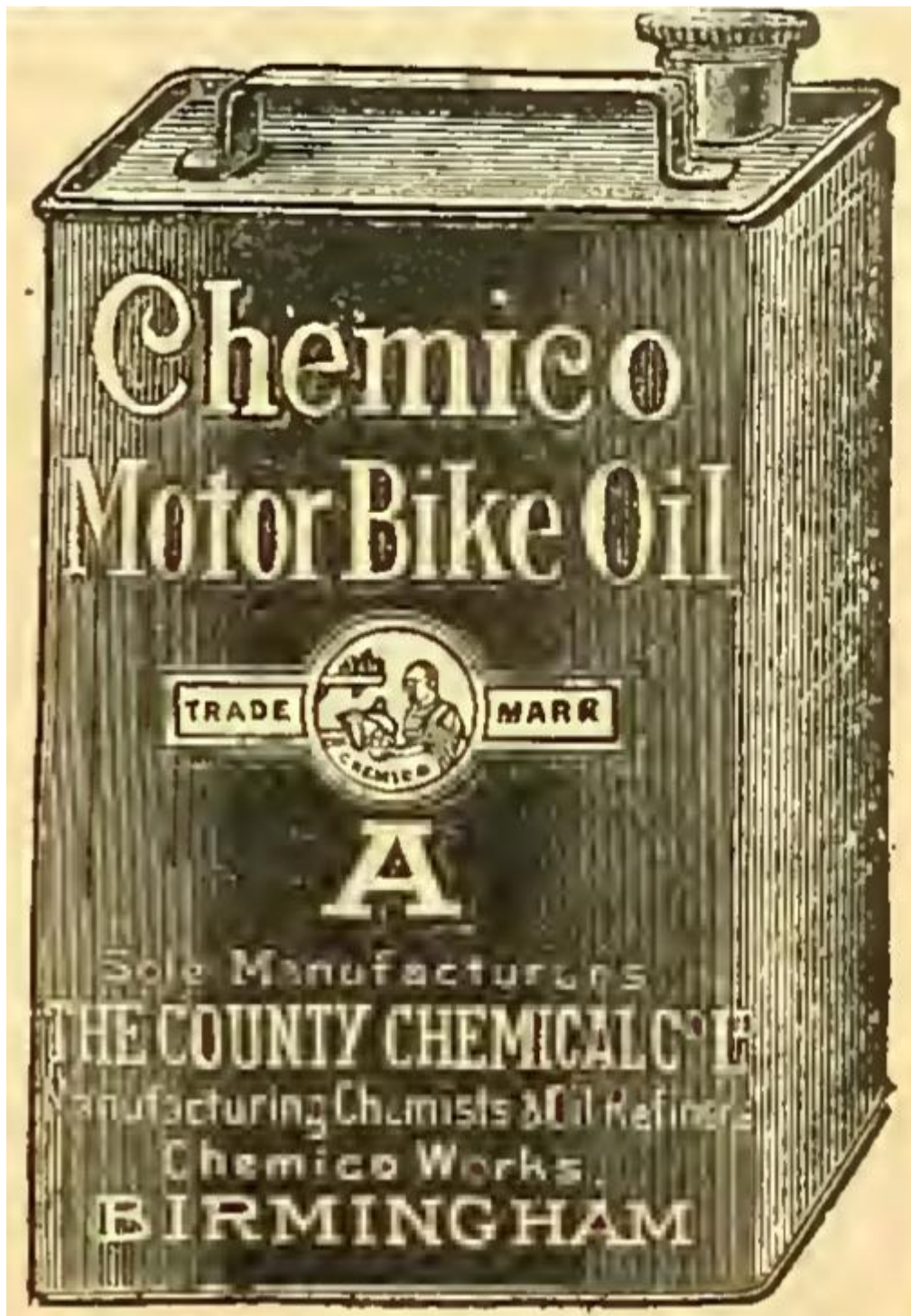
Now recognised as the most perfect machine on the road. Its distinctive finish, its silence, power, and smoothness of running are points that are fully appreciated by those who have ridden other makes. The many refinements and careful construction of the B.S.A. have made it not only the most comfortable and easiest-riding machine, but also the most reliable. Its chief constructional features include the aluminium Magneto Cover, special Spring Fork which is responsible for the absence of vibration on the handlebar, patent Gudgeon Pin to piston, B.S.A. Locking Screw to pedal, all of which are fully illustrated and described in the B.S.A. Catalogue, a copy of which will be sent free on request.



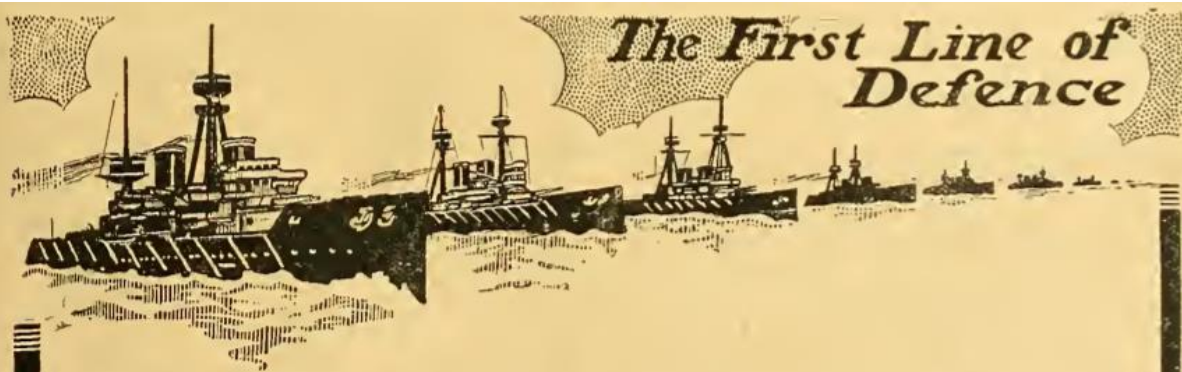
Mr. E. C. WARE,
Polam Grange,
Darlington, writes:

"I have had several well-known makes of motor bicycles, but never one that satisfied me so much as the B.S.A. has done. The absence of vibration, and extreme flexibility of the machine has been the comment of many people who have seen it. It is a splendid hill climber and very fast. In fact, it is an ideal machine in every respect. I shall be glad to show it to anyone interested, and am sure if they want a really good machine, they cannot do better than buy a B.S.A."

WRITE FOR CATALOGUE NOW,
THE BIRMINGHAM SMALL
ARMS COMPANY LIMITED,
102, Small Heath,
Birmingham.



The noteworthy feature of this Chemico oil ad is the early use of the term 'Motor Bike'.



against tyre inefficiency is to fit "Clincher" Dreadnoughts. Strong, Reliable, and Resilient, whilst the specially designed tread render them the finest non-skids on the market. We will gladly forward you our latest Catalogue, which gives full particulars and prices, on receipt of a postcard.

North British Rubber Co., Ltd.,

Tyre Sales Department,
Bedford Chambers, Covent Garden,
LONDON, W.C.

Telephones:
Gerrard 8578,
Gerrard 8579.

Telegrams:
"Nobritire,
London."

CLINCHER

1 DREADNOUGHT MOTOR CYCLE TYRES

TRIPLE STRIPE

Gaulois

(GOAL - WAH)

MOTOR CYCLE TYRE

Always makes your cycling a great deal easier
and takes the worry away.

The satisfaction of knowing that the unusual
strength of the Gaulois will keep away the
punctures and its stripes will keep away the side-
slips would be such a comfort to you on a long
greasy run.



HARRODS WILL SUPPLY ANY STANDARD MAKE OF MOTOR CYCLE ON THEIR UNIQUE AND EASY SYSTEM OF DEFERRED PAYMENTS.

Briefly, the system is as follows:

One-fourth of the purchase price is payable on delivery, the balance being paid in equal monthly instalments. Harrod's clients thus have the full use of the machine from the date of first instalment, and enjoy its use while paying for it out of income without having had to disturb capital.

For further particulars or expert advice, write MOTOR CYCLE DEPT., HARRODS Ltd., LONDON, S.W. (Richard Durbidge, Managing Director)

Just under

60 Miles an hour

This speed was attained on the first 1912 "Handy Hobart" used on the road, at Luton Hoo Speed Trials, Oct 21st.

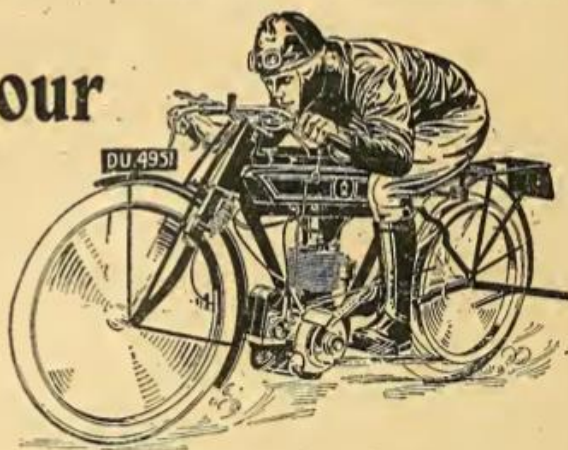
It beat everything against it.

Stand 105 Olympia.

All our new Models on view.
Immediate delivery of 1912 machines.

Catalogue, testimonial lists, etc., gladly sent on request.

HOBART BIRD & CO., LTD.,
Dept. H22. **COVENTRY.**



Every Model Improved for 1912.

2½ h.p. "Handy Hobart," 36 Guineas.

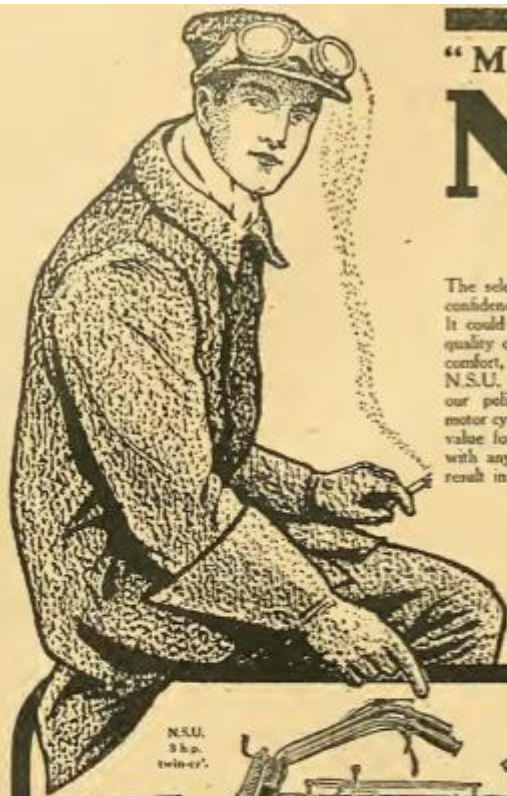
2½ h.p. Lady's with Armstrong Gear.

3½ h.p. Standard Touring Model.

4 h.p. Twin Sidecar Model.

The
Indian Wins
**THE BIG EVENTS
OF THE SEASON—**

- March 25th FIRST OPEN RACE MEET AT BROOKLANDS.
7 h.p. INDIAN Scratch—First.
- April 15-17th. LONDON TO LAND'S END AND RETURN
RELIABILITY TRIAL. 7 h.p. INDIAN First,
and Winner of the Jarrott Cup.
- June 2-5th. LONDON TO EDINBURGH RELIABILITY
TRIAL. INDIANS secured Six Gold medals and
Special Gold Medal for return journey with sidecar.
- July 3rd. INTERNATIONAL TOURIST TROPHY RACE.
INDIANS First, Second and Third.
- July 4th. A.C.U. KILOMETRE TRIALS, DOUGLAS
PROMENADE. 1,000 c.c. Class, INDIANS First
and Second.
- July 8th. M.C.C. BROOKLANDS MEET. 7 h.p, INDIAN
wins 27 Mile Cup Championship, and the Harry Smith
50 guinea Gold Cup.
- July 15th. INTERNATIONAL WORLD'S CHAMPION-
SHIP RACE MEET. 7 h.p. INDIAN winner.



"My mount for 1912"

N.S.U.

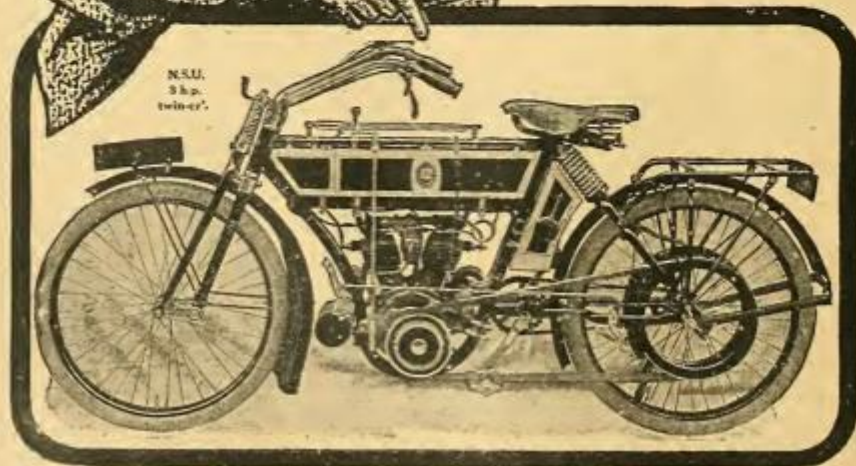
"Yours?"

The selection of an N.S.U. can always be made with full confidence of securing complete and lasting satisfaction. It could not be otherwise with this famous machine, for in quality of material and finish, in general appearance and comfort, in soundness of construction and reliability, the N.S.U. has absolutely no superior. It has always been our policy, too, to keep the N.S.U. in the forefront of motor cycle design, and to give N.S.U. owners the best possible value for money. Compare the N.S.U., point for point, with any other machine you like. The comparison will result in favour of the N.S.U. Here are our 1912 models:

2½ h.p. Single-cyl.	..	66 x 78	} All fitted with LOOP FRAME, special spring forks, rear spring, auto- matic carburettor, etc., etc.
3 h.p. Twin-cyl.	..	58 x 75	
3½ h.p. Single-cyl.	..	85 x 88	
6 h.p. Twin-cyl.	..	75 x 90	

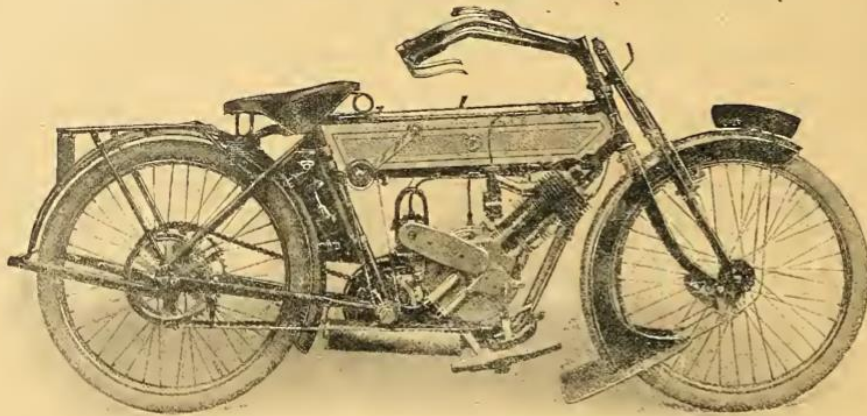
Make a special point of inspecting them at

Olympia. Stand 104.



N.S.U.
3 h.p.
twin-cyl.

The only machine to climb Porlock unassisted in the M.C.C. Devonshire Tour was the Phelon and Moore.



The Perfected Motor Cycle.

Order now for early 1912 delivery.

PHELON & MOORE, Ltd., CHECKHEATON,
YORKS.

4, Percy Street, W.

The Record-Breaking Rudge



BY APPOINTMENT
to H.M. King George V.

Every Motor Cyclist, Present
or Prospective, should send
To-day for the New
1912 Motor
Bicycle **Catalogue**

which will be forwarded post free on receipt of a postcard. The Catalogue forms a complete encyclopedia of the Motor Bicycle, and in addition to general hints to beginners it gives full technical details of the

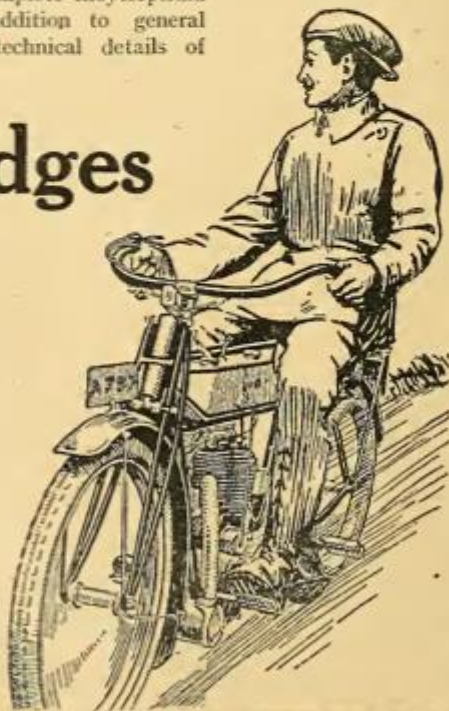
1912 Rudges

The Rudge Motor Bicycle is the leading machine of the day. It secured the Championship Silver Cup for the best all-round performance in the Four 1911 Quarterly Trials and holds all World's Records from 5 to 200 Miles. There can be no stronger evidence of superiority. For 1912 Rudges will be made in four models and below we give particulars and prices. Write for your catalogue now.

PRICES :

Fixed Engine	....	....	£48 15.
T.T. Model	....	....	£48 15.
Free Engine	(With Multi-plate Clutch and Pedal Starting Gear)		£55.
Multi-Speed	(Free Engine, Multi-plate Clutch and Pedal Starting Gear)		£60.

Rudge - Whitworth, Ltd.
(Dept. 600), Coventry.



Stand 79
OLYMPIA



ALL OVER THE SHOW

If you keep your eyes open for it,
you will see the

Zenith Smile

The Smile of Contentment.

THE OWNER OF A

ZENITH

(with Infinitely Variable Gear)

can afford to smile, for
the machine gives satis-
faction **all the time**,
and in competition **is**
a Sure Winner.

The Hill Climbing powers of the
ZENITH have been strikingly
demonstrated during the 1911
season, and although it has been
BARRED from many
competitions owing to its unvary-
ing success, it has piled up a list
of victories which has made the
name of **ZENITH** famous
throughout the world.

Don't leave the Show
until you have made a
call at

Stand 79.

ZENITH MOTORS, Ltd.
— WEYBRIDGE. —

When the ZENITH-GRADUA ... is NOT BARRED. ...

In the M.C.C. Hill Climb at Sundon,
on Saturday, Sept. 9th, five firsts,
one second, and two third places
were secured by

The Victorious

Zenith- Gradua

Class I.—

F. W. Barnes on Zenith-Gradua .. 1st on Time.
" " " .. 1st on Formula.

Class III.—

F. W. Barnes on Zenith-Gradua .. 1st on Time.
" " " .. 2nd on Formula.

Class IV.—

F. W. Barnes on Zenith-Gradua .. 1st on Time.
" " " .. 1st on Formula.

Class II.—

G. Griffiths on Zenith-Gradua .. 3rd on Formula.

Class V.—

F. W. Barnes on Zenith-Gradua .. 3rd on Time.

The Zenith-Gradua also tied for fastest time of the day.

Particulars of these Machines sent on request.

ZENITH MOTORS, LTD.,
WEYBRIDGE.

SUCCESS

after success crowns the efforts of the

BAT
BEST AFTER TESTS
MOTOR CYCLE

We cannot too strongly emphasize the fact that the British-built Bat succeeds not merely in speed events, not only in tests of regularity, but in *all* tests and not occasionally only, but continually. The following are some more of the results to hand at the time of going to press.

TEAM TRIALS.--- M.C.C. Team Trials, June 7th, 1911.
BATS GAINED 3 SILVER MEDALS.

HILL-CLIMB.--- Oxford University M.C.C. Hill-climb, Irondown Hill,
Deddington, Passenger Class—

BAT & SIDE-CAR—FIRST.

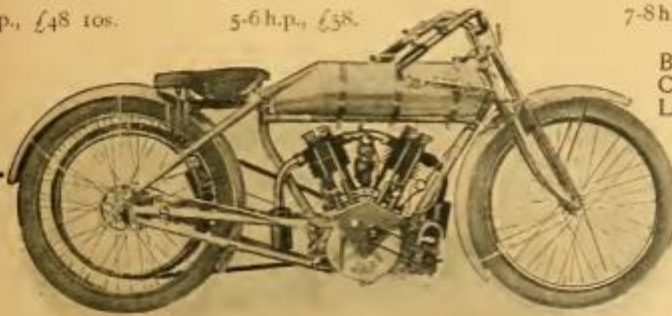
Have a British-built Bat, with Bat-J.A.P. Engine, Bat Spring Forks and Spring Frame, Protected Magneto, Automatic Lubrication, etc., etc.

3½-4 h.p., £48 10s.

5-6 h.p., £58.

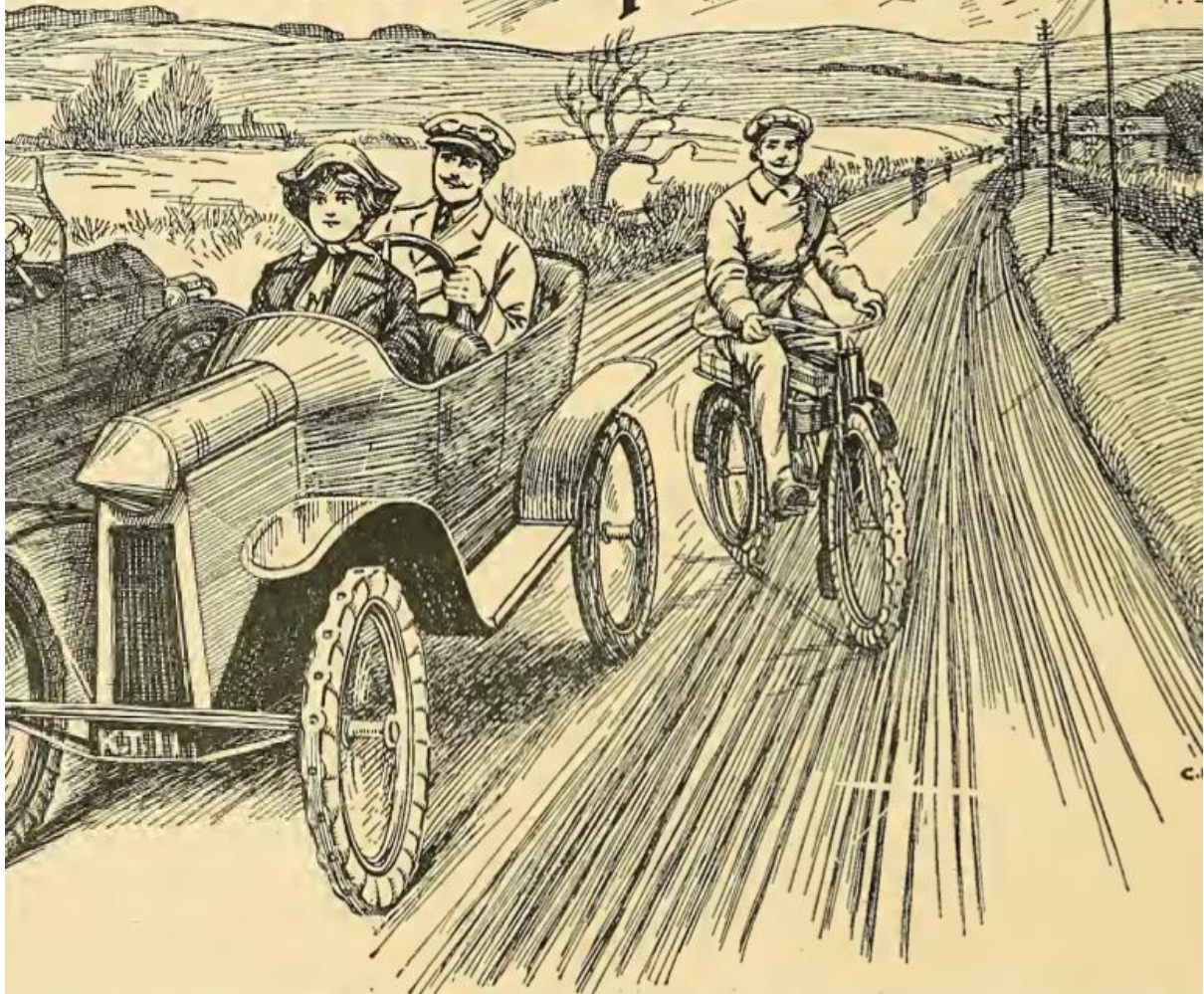
7-8 h.p., £60.

The Book
of the Bat
Free on request



Bat Manufg.
Co., Penge,
London, S.E.

Yet another instance
where Kempshall's score



Further Convincing Testimony

to the general excellence and value of

Wood-Milne

GUARANTEED MOTOR TYRES

58, Cromwell Street, Glasgow.

March 10, 1915.

This Square Tread Cover 815 x 105 (No. 26527) has covered 7129 miles. Fitted on one of our Taxi-cabs on May 9, 1914, it was run continuously until Jan. 28, 1915.

This is not an isolated instance, and we take this opportunity of expressing our particular satisfaction with the freedom from trouble we have experienced with your Tyres. We feel we should congratulate you on the general excellence of your Tyres.

THE APEX MOTOR & ENGINEERING CO., LTD.
G. CAMPBELL (Manager).

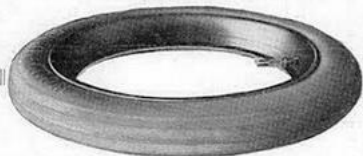
This means 7,129 Miles for £3 : 19 : 3

Fit 'Wood-Milnes,' keep them inflated with the Wood-Milne Foot Pump—and they will serve you equally well.

WOOD-MILNE, LTD., PRESTON, LANCs.

Wire: "Comfort, Preston." Phone: Preston 413.

LONDON:
Manchester
Avenue,
E.C.



Bristol,
Birmingham,
Glasgow,
Dublin,
Etc.

M 501

Humber

Motor Cycles

6 h.p. 3-speed water-cooled twin, opposed cylinders, 78 x 78 mm. bore and stroke. Claudel-Hobson Automatic Carburetter, detachable rear wheel. Dunlop studded tyres **£85**

3½ h.p. — This model has Engine of 84 x 90 mm. bore and stroke, "Kick" Starter, Sturmey-Archer 3-speed gear, Brown & Barlow Carburetter, Heavy rubber-studded Dunlop Tyres **£57 10s.**

The above prices are now subject to a surcharge of 5% owing to increased cost of material and labour.

Immediate delivery can be given.

HUMBER LTD., COVENTRY.

LONDON: 32, Holborn Viaduct, E.C.; 60-64, Bromsgate Road, S.W.
Repair Works: Canterbury Road, Kilburn, N.W.

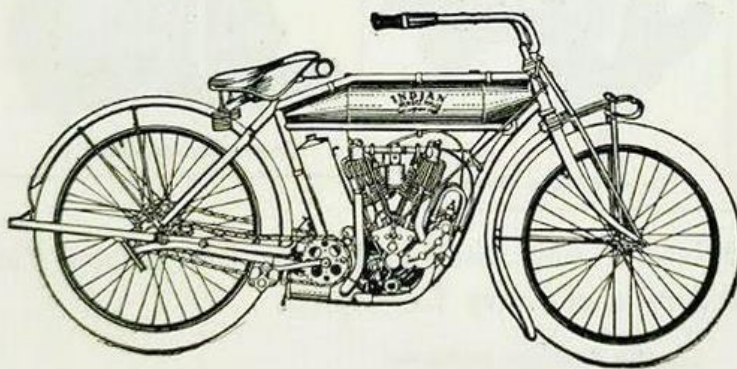
SOUTHAMPTON: 25 & 27, London Road.

Agents Everywhere.

SWEEPING VERDICTS FOR

THE INDIAN

47 POLICE DEPARTMENTS USE



THE INDIAN
and more coming, because they make good.

ONE TELEPHONE COMPANY uses 130 Indians because they have proved best in heavy, constant service.

Careful Business Men Always Buy The Indian. Why Not You?

THE HENDEE MFG. CO., Springfield, Mass.

MEMBER M. M. A.

Chicago Branch, 1251 Michigan Ave.

London Depot, 184 Gt. Portland St.

LA MOTO-RÊVE

MÉDAILLE D'OR du Touring-Club de France en 1908 et 1909

Reconnue la meilleure
Vitesse 6 à 60 kilom. à l'heure
1 et 2 cylindres et magnéto

Motocyclette légère

Poids 38 kg.

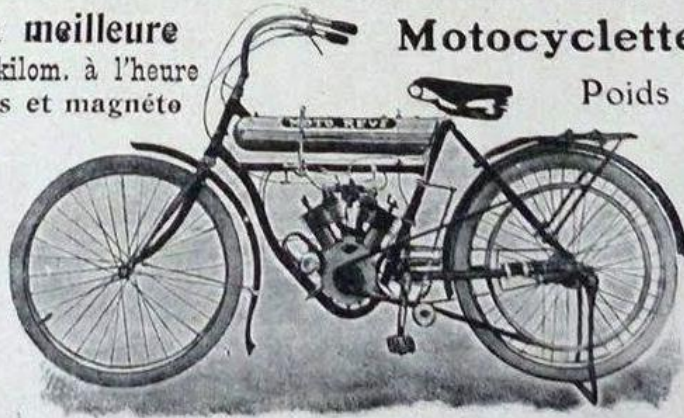
Force 2 et 2 1/2 HP

DOUCE
SIMPLE

ROBUSTE
SILENCIEUSE

GENÈVE

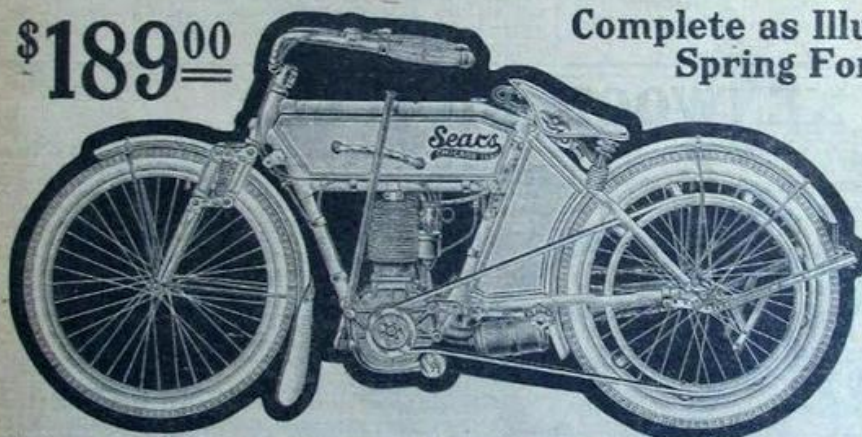
SUISSE



Latest 1911 Model Sears Auto-Cycle

\$189⁰⁰

Complete as Illustrated With
Spring Forks and Stand



Equipped with a new design large low speed motor, fitted with three indestructible roller bearings. Bore, 3.25 inches; stroke, 3.60 inches. The strongest, easiest riding, fastest and longest lasting motor in the world. Four-horse power positively guaranteed. Speed, 4 to 50 miles an hour. A new and stronger frame, unusually low saddle position. All carburetor trouble eliminated by the use of the famous Brown & Barlow English carburetor; fitted

with the renowned English Bowden wire control and levers, the safest, surest and best control known. Flat belt transmission, with an especially constructed idler, insuring free engine when desired. A handsomer, stronger, speedier, more comfortable, more trouble proof and a more easily controlled 4-horse power motor cycle than has ever before been offered; a machine superior in every way to any machine yet introduced.

If You Are Interested in a Motorcycle or Motorcycle Supplies This Catalog Means Dollars in Your Pocket

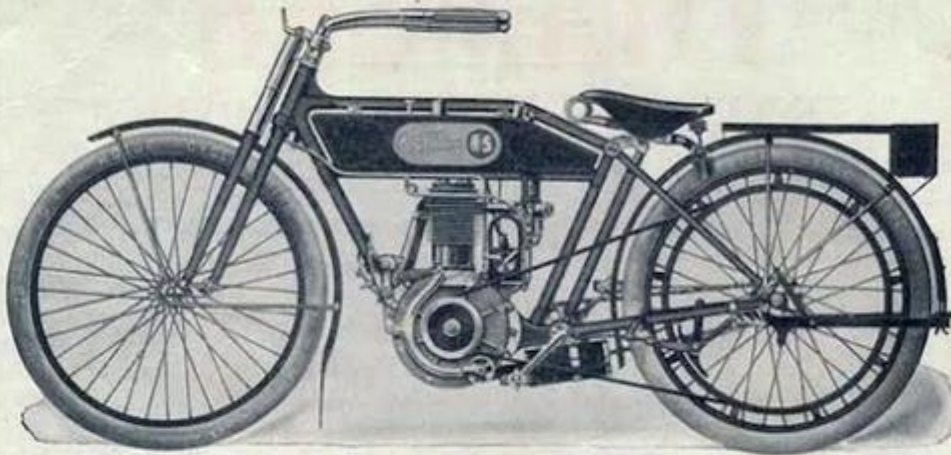
This artistic 1911 Motorcycle Catalog tells you what features of construction a good motorcycle should embrace, gives you an insight into the importance of a high grade, efficient motor, shows you the necessity of a frame built for speed, safety and strength, as well as for handsome appearance; in short, describes the thousand and one improved features which every up to date motorcycle manufacturer should include in his product if he has in mind the comfort, safety and satisfaction of the rider. Our guarantee, embracing our unheard of ten days' trial offer, enables you to buy the machine with the assurance that you must be satisfied or your money and all transportation charges will be returned to you. This catalog tells you why we are able to sell you this machine at practically agents' wholesale cost, despite the fact that the manufacturing cost of material and labor in this Sears Auto-Cycle is greater than that in any motorcycle on the market selling at \$325.00. Although we might have saved many dollars had we been content to use so called standard material in our construction, we have employed throughout the very finest grade of material obtainable and by means of our well known policy of selling the machine on our basis of only one fair profit from manufacturer to user direct, we have been able to establish this seemingly impossible low price. This catalog also shows a full line of motorcycle equipment, parts and supplies, including shoes, caps, gloves and clothing. Why not send for it today?



Mailed Free on Request.

STANDARD GUARANTEED AMMUNITION AT A SAVING OF 1/4. A Look Proves It. SEARS, ROEBUCK AND CO., CHICAGO, ILL. 853

The Twin Single



**What's That? A Marvelous Motorcycle
Single as to motor cylinders, but a
Double in all important features**

1. Two Distinct Oiling Systems: One a constant sight feed for normal use, the other instantly delivering to the motor any desired amount of oil for speeding or emergencies.

2. Two Distinct Brakes: One, the best hub brake on the market; the other a powerful shoe brake acting on the belt rim, and capable of hard and continuous service without a possibility of heating or sticking.

3. Two Compartment Gasoline Tank, assuring an ample reserve supply in case the regular compartment is allowed to run dry.

4. Two Distinct Riding Positions: One, the most comfortable ever attained on a motorcycle by use of the adjustable foot rest, the other the usual position with feet on the pedals.

5. Two Shock Absorbers: The most powerful and Elastic Spring Fork ever made and a positively controlled Spring Seat Post, the combination giving all the benefits of a Spring Frame with none of its weaknesses.

These and many other features equally good make The New R-S the Finest Motorcycle in the World, and the only one embodying the above twin features.

Write today for catalogue

*Some valuable open territory for live, established dealers only
Immediate delivery guaranteed*

READING STANDARD COMPANY

306-340 Water Street, Reading, Pa.

CURTISS MOTORS



are used exclusively on Marvel Motorcycles. Send for description of the 1911 model. Immediate shipment.
A few more desirable agencies will be placed.

MARVEL MOTORCYCLE CO.
Hammondsport, New York

RELIANCE Motorcycle

GET CATALOG AND PRICES

Reliance Motorcycle Co.
Owego, Tioga Co.
NEW YORK

Motor Cycle Supplies

NEW YORK DISTRIBUTORS OF

MERKEL MOTORCYCLES

Send for Catalogue and bargain sheets.

Second-hand machines, \$50 up.

Special motor cycle accessories, chain tools, etc.

F. B. WIDMAYER CO., 2312 Broadway New York City

SPROCKETS

for Bicycle and Motorcycle

WE MAKE 90 PER CENT OF THE SPROCKETS USED

THE PARISH & BINGHAM CO.
Cleveland, Ohio

1911 Proposition on Bicycles and
Bicycle Tires

Now Ready

Write for Prices

SIDNEY B. ROBY CO., Rochester, N. Y.

MORGAN & WRIGHT TIRES
ARE GOOD TIRES

THE FLYING MERKEL

Being the only motorcycle with a Spring Frame and Spring Fork it takes rough roads as easily as it does smooth ones.
Send for catalog "A."

Merkel-Light Motor Co., Pottstown, Pa.

Minneapolis

**TWO-SPEED
MOTORCYCLES**

FRICITION CLUTCH
ON MOTOR

Write for
Catalog

Minneapolis Motorcycle Co.,

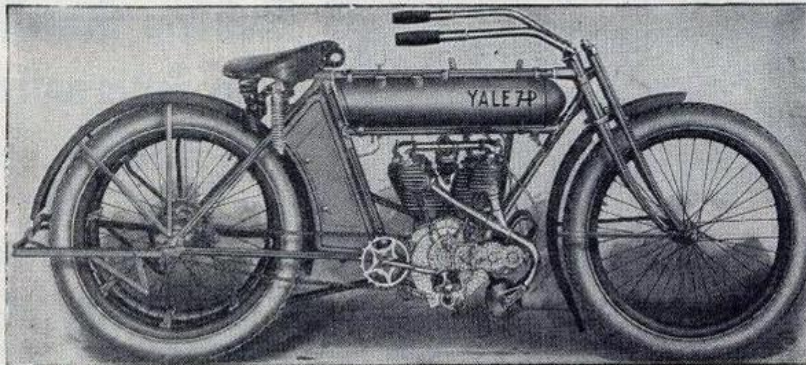
Minneapolis, Minn.



YALE Motorcycles YALE

MODELS

24
24M
25
27



PRICES

\$210
\$235
\$260
\$285

Twins only furnished with chain or belt drive

THE YALE TEAM AGAIN WON

the N. J. M. Club's Decoration Day 24 hour Endurance Contest, riding all night through mud and rain defeating all competitors. They received the Manufacturers' Trophy for team work and the three prizes for individual consistent performance. Another absolute proof of Yale Supremacy.

Agents wanted in open territory. Write today
Orders shipped same day received

CONSOLIDATED MFG. CO.

∴

1710 Fernwood Ave.
TOLEDO, OHIO



Motor Cycle
Show,
OLYMPIA,
Nov. 20th to
25th, 1911.



For the finest
collection of

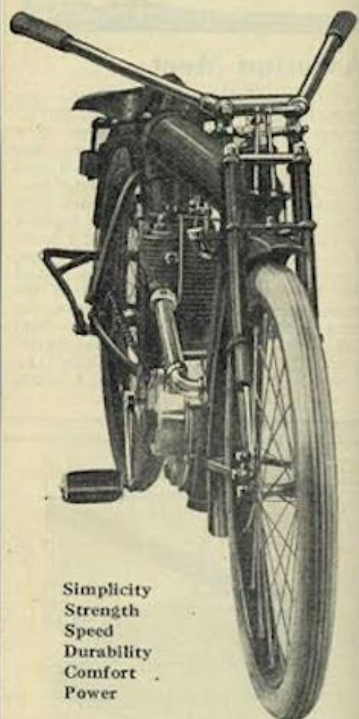
Side-cars

ever exhibited,
see Stand No. 65,
centre of Hall.



Sole Makers:
Mills-Fulford,
Coventry.

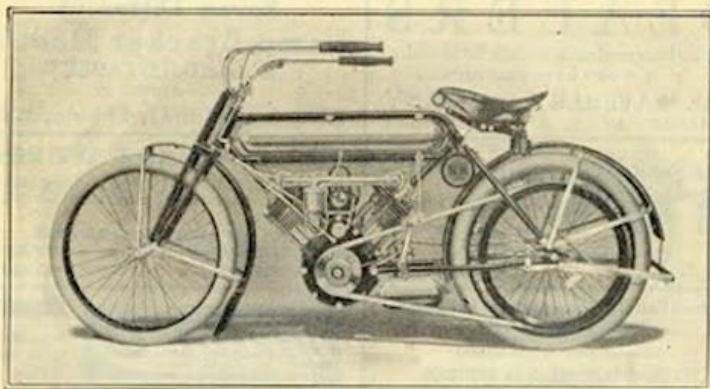
The Detroit
MOTOR CYCLE



Simplicity
Strength
Speed
Durability
Comfort
Power

Manufactured by
**The DETROIT
MOTORCYCLE
COMPANY**

DETROIT, MICHIGAN, U. S. A.



1911 MODELS

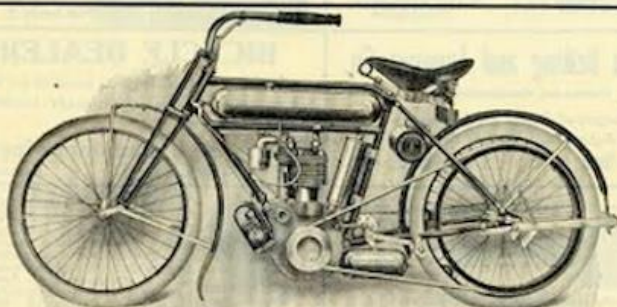
In the Magneto "4" and Magneto Twin Machines Ready
FOR IMMEDIATE DELIVERY

Write for special proposition to new agents now closing

American Motor Company
715 Centre Street :: :: Brockton, Mass.

MEMBER OF MOTORCYCLE MANUFACTURERS' ASSOCIATION
DISTRIBUTORS:

W. C. Marsh, 173 Huntington Ave., Boston, Mass.; Geo. P. Jenkins, 10 W. 60th St., N. Y. City;
L. E. French, 895 Main St., Buffalo, N. Y.; G. M. Greene, 2127 Michigan Ave., Chicago, Ill.; Amer-
ican Motor Co. of Texas, M. M. Building, Dallas, Texas; Lincoln Holland, 1034 South Main St.,
Los Angeles, Cal.





BICICLETTE FRERA

MODELLO 1911

GOMME DUNLOP

ELEGANTI - SOLIDE

SCORREVOLISSIME

Sono costruite con materiale di primissima qualità, lavorate colla massima cura e finite a meraviglia.

BICICLETTE A MOTORE FRERA

HP. 2

GOMME DUNLOP

Ovunque conosciute ed apprezzate per il loro facile maneggio e per la loro Regolarità di Marcia.

CHIEDERE CATALOGO GRATIS E FRANCO alla

SOCIETÀ ANONIMA
FRERA
TRADATE - MILANO



Biciclette a Motore FRERA
al Servizio del R. Esercito Italiano

— BOLOGNA - FIRENZE - MANTOVA - PADOVA - PARMA - TORINO —

STOP! With the *Thor* FREE ENGINE CLUTCH

THE MOTOR GOES ON JUST THE SAME

No need to stop the motor, even though you do stop the machine. The Thor Free Engine Multiple Disc Clutch running in oil is now equipped on all Thor Chain Drive models at no extra charge. It is perfect in action and principle of construction. It enables you to bring your machine to a standstill while the motor runs smoothly and silently on.

Thor Motorcycle

Champions of All Endurance Contests

Won every important endurance contest last season as well as this season. Endurance is the real test of a motorcycle—because you *do* want absolute dependability. For 1911 we submit five very handsome models—Four 4-horse-power single cylinder and one 7-horse-power double cylinder, all described in our big booklet sent anywhere on request, "A Guide to Motorcycles."

Agents:—There are a few more openings in good territory; this is a big business opportunity. Act quickly if you want to get in on the ground floor.

AURORA AUTOMATIC MACHINERY COMPANY
Dept. 6, 1307 Michigan Ave., Chicago, Illinois.

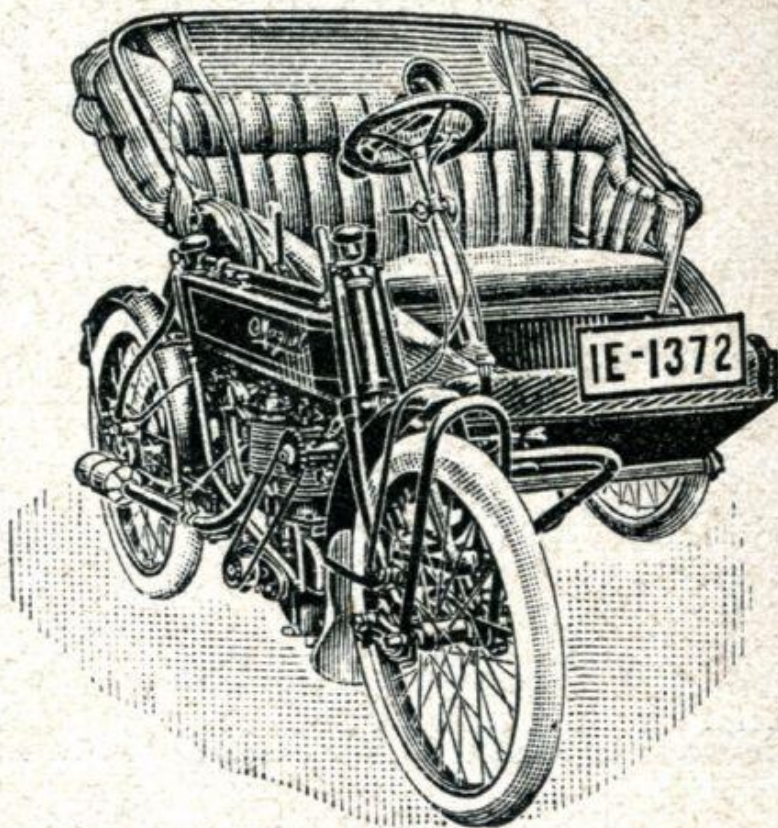
Magnet - Motorräder

2—6 PS., 1 u. 2 Zyl.

Seit Jahren zu Tausenden im Betriebe.

,MAGNET'-SELBSTFAHRER,

Gr. Leistungsfähigkeit,
vorzügl. Bergsteiger.



Man verlange illustr. Prosp. 26.

bewährt. 2-spuriger
Dreirad-Wagen. Motorenfabrik
MAGNET, Berlin-Weissensee.

Until I saw this ad I'd assumed the Scott Sociable was unique—and Magnet produced a version with a tiller rather than a steering wheel that was designed to be readily adaptable to a conventional combo. Ausgezeichnet!

1912

A SCOTT YOWLED to victory in the Senior TT; Douglas snatched first, second and fourth in the Junior—and persistent rain caused belts to slip, encouraging the move to chains. *There's a full report on the TT in the 1912 Features section.*



FA Appleby on his TT winning Scott.



The Douglas Junior TT team (from left): J Haslam, J Stewart, WH Bashall (winner), Rex Mundy, SL Bailey and E Kickham (runner-up).



“The first lady motor cyclist in Manxland: Miss Eileen Woods, daughter of Dr Woods, and her 2hp Moto-Reve.”

PETROL COST AN average of 1s 2½d (6p) per gallon; that equates to about a quid a litre. Tell kids today...

AERONAUTIC MACCHI was set up in Italy; in time the name, abbreviated to Aermacchi, would appear on motorcycles.

THE ACU SIX Days Trial moved down to the South-West where P&M led the field with four golds from five bikes entered, ahead of Rover, AJS, Indian and Royal Enfield. One of the P&Ms was ridden by Mabel Hardee. (*The Features section includes a comprehensive report with oddles of pics of the trial—it was a toughie.*)

THE US SPECIALISED in sidevalve V-twins but the Cyclone board and dirt-track racer was the leader of the pack. Its ohc 996cc engine developed 45hp with a top speed of over 100mph, leaving Harleys and Indians eating its dust. Some race organizers banned the Cyclone because its unmatched performance was held to be dangerous. And a Utah cop named Lester Wire invented an electric traffic signal.



Like the Continental racers with their 50kg limit, the American board racers were all about engine development. So the Cyclone, lacking brakes, gearbox and suspension, could be seen as a blind alley in the evolution of the motor cycle. But what a corker!

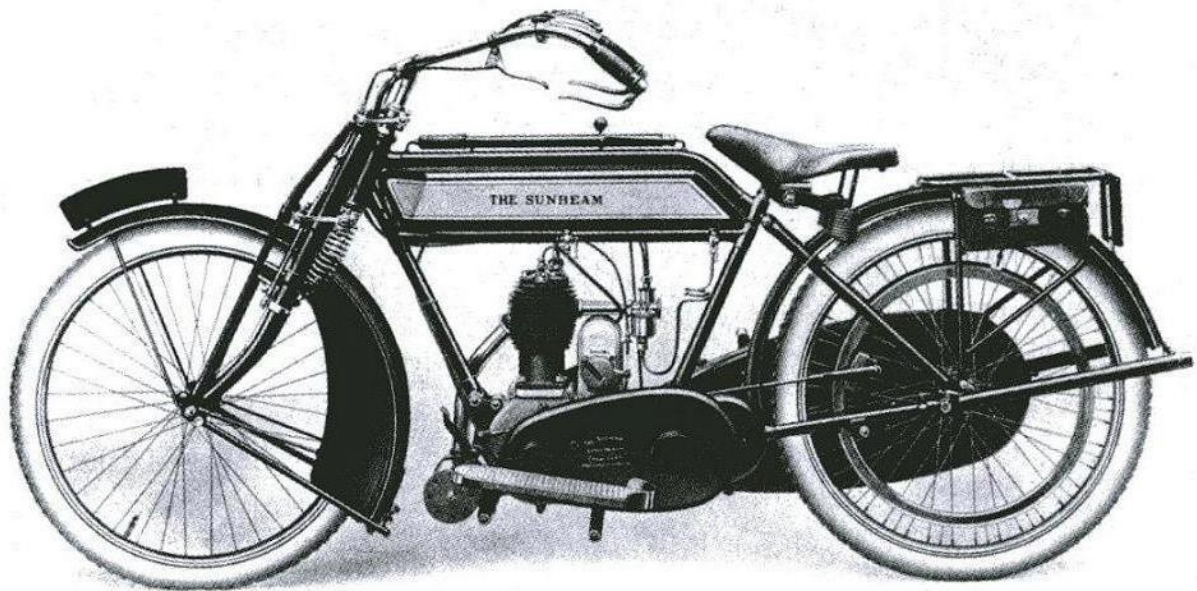


Talking of corkers, grab an eyeful of this. The engine is a 1912 750cc five-pot radial Verdel aircraft engine (Verdel subsequently became part of Gnome et Rhône). No, sadly, Verdel didn't make board racers, let alone roadsters; this one-off was built in Lancashire. It now resides in the wonderful Sammy Miller museum in New Milton Hants; you can see and hear it running on youtube.

BRITISH DOMINATION in international long-distance trials led one Munich club to ban the Brits because they "diminished the home industry's chances of success".

SUNBEAM HAD DIPPED ITS CORPORATE TOE into the motor cycle market in 1903, fitting a Motosacoche engine into one of its bicycles. A fatal accident ended the project but with a number of motor cycles being produced in its home town of Wolverhampton it was time to try again. Sunbeam founder John Marston, now aged 76, went just up the road to AJ Stevens Ltd where the four Stevens brothers had had recently begun to make motor cycle under the AJS banner. Harry Stevens was taken on as consulting engineer and designed a tidy 2¾hp

350 single incorporating Sunbeam's patented 'Little Oil Bath' chain enclosure. Within a year the dark green and silver livery had been replaced with a high-gloss black and gold leaf that suited the company's slogan: 'The gentleman's motor bicycle'. John's son, Charles, who bought Sunbeam's Villiers subsidiary in 1902, got in on the act with a 349cc ioe unit construction four-stroke engine. It wasn't a success but by year's end Villiers was producing a 269cc two-stroke engine.



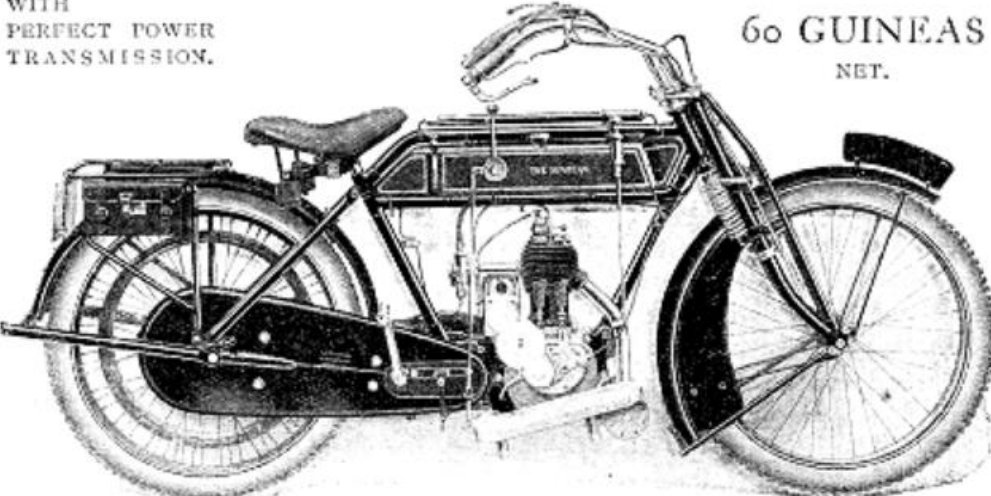
Sunbeam debuted with full chain enclosure.

THE GENTLEMAN'S MOTOR BICYCLE.

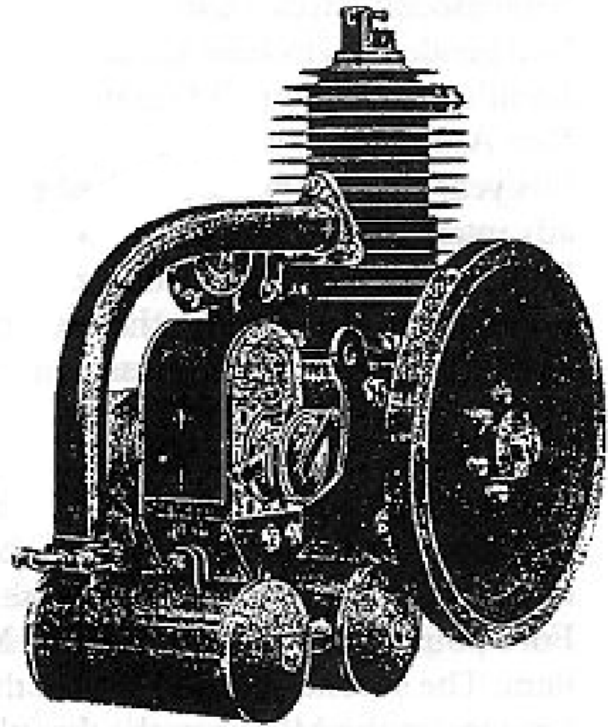
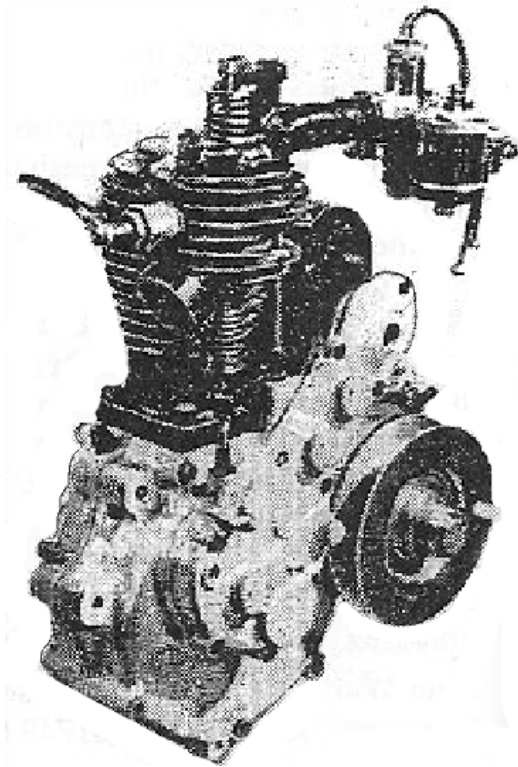
THE SUNBEAM

WITH
PERFECT POWER
TRANSMISSION.

60 GUINEAS
NET.



The Chais run through Oil in Weatherproof Gear Cases. The Machine, INCLUDING the ENGINE, is designed and made in the Sunbeam Factories. Illustrated List free on application to:—
J. MARSTON, LTD. — 9, SUNBEAMLAND — WOLVERHAMPTON.
LONDON: 57, Holborn Viaduct, E.C., and 158, Sloane Street (by Sloane Square), S.W.
Output limited—order now and avoid rush.



The four-stroke didn't catch on, but the first Villiers stroke would be followed by 3,000,000 more.



Singer sales manager GH Mansell (wearing magnificent furry mittens) aboard the latest 4hp, two-speed Singer with fully enclosed drive chains.

PIRELLI, WHICH had been in business for 40 years, turned its attention to motor cycle tyres "in all standard sizes of the leather and steel-studded and plain ribbed types".

FRED WATSON set up the Patent Collapsible Sidecar Company to make folding sidecars. The name changed in 1913 to Folding Sidecar Company and in 1931 to Watsonian Sidecars

Company Ltd [*the Watsonian-Squire QM1 on the side of our GS850N still protects the mem sahib from the elements—Ed*].



Watson's Collapsible Sidecar—Watsonian went on to become the most successful British sidecar manufacturer and is still very much in business.

MOTOR CYCLING publisher Edmund Dangerfield opened the first motor vehicle museum, in London.

THE AUTOMOBILE Association opened its first roadside 'sentry boxes'.

NORTON HAD A publicity coup when Jack Emerson bought a TT model and rode it the 165 miles from his Hull home to Brooklands where he won a 150-mile race. He and his single-speed sv beat four-valve ohv competition and set three world records in the process, including a 73.5mph flying mile. He doubtless got a sound night's sleep before riding home the next day. This bike was destined to become central to Norton's success, as you'll see if you move on a year.



Buy a

Norton, ride to Brooklands, win, set world records, ride home. Easy-peasy.

ALDABERTO GARELLI helped develop a flat-twin two-stroke engine for Fiat. The lump was destined for a submarine but Alberto adapted the design to produce a lightweight split-single that was just right for a motorcycle. Within a year he'd produced a working model which he proceeded to ride to the top of the snowbound Moncenisio Pass near Turin. This feat helped him win a government competition to design a military motorcycle.



Pearson and Cox took a surprising step: an all-new steam-powered motor cycle. A brave project, but it faded away within two years. *For a full description see Features section.*

“THAT SOME machines are very much cleaner than others on winter roads is due to the fact that their designers ride year in and year out, and have the necessity of adequate mudguarding

forcibly brought home to them. The average motor cycle is, however, still very much wanting in this respect.”

A *MOTOR CYCLE* staffer calculated that he ridden 92 motor cycles in two years.

PJ O'BRIEN set an Australian 24-hour record of 504 miles on a 1909 3½hp Triumph. He had to contend with lousy roads including 6in-deep sandy patches, a petrol tank punctured by a stone and headlamp failure. Sydney rider W Tormey rode his 3½hp Kerry from Melbourne to Sydney in 44hr 3min, cutting 4hr 37min from the previous record. A charging cow nearly brought his record ride to a premature end.



PJ O'Brien and W Tormey set endurance records Down Under.

AT THE START of the year the ACU secretary was instructed to contact the Isle of Man authorities to confirm that they would again allow the TT to be run on The Island, “and in the event of no definite reply being received within a reasonable time he communicate with one of the principal French motor cycle clubs with a view to holding this important event in France”. This led to a somewhat flippant comment in the Blue ‘Un: “Dieppe or Douglas? We hear that with about two exceptions the whole of the members of the Manufacturers’ Union have signed the bond not to compete in a TT race in the Isle of Man. It would therefore appear that even if the ACU obtain permission to hold the race in the Isle of Man it will have little or no trade support. The signing of the bond does not prevent makers taking part in a similar race if it be held elsewhere, say in France. Vive la France! It looks as though we shall have to polish up our French for this event.” The French move was soon made unnecessary: “The Tynwald Court, Isle of Man, at its sitting last week, decided to grant permission to the Auto Cycle Union to hold the Tourist Trophy Races this year, provided proper regulations are made to prevent competitors and others becoming a nuisance to other people. The Tynwald authorises the races on condition that efficient silencers are used, and recommends the adoption of the old course—St. John’s, Kirk Michael. Peel, St. John’s.” Ixion pointed out: “We owe a great debt to the TT. It has given us engines which can climb gradients fast, it has given us engine flexibility, it has given us durable engines with lots of stamina, and it has greatly accentuated the factor of reliability in every detail of the modern machine. Last year it added the special service of demonstrating the variable gear...”

MEANWHILE IN FRANCE, as in so many other Continental countries, road racing was flourishing and, judging by the bare branches and mud, not only in summer. Melun is now a suburb of Paris but when it was still open countryside it hosted a race within easy reach of city dwellers.



Racing at Melun clearly wasn't restricted to stripped down 50kg sprinters; this FN has all the touring equipment required by the TT organisers.



Bleak weather clearly didn't dissuade spectators at the Circuit de Melun: Dubost takes the treacherous 'Trois Moulins' bend on his Rene Gillet.



Gabriel's Triumph looks spic and span so this picture must have been taken at the start of the Circuit de Melun. The sou'wester and oilskins suggest drizzle ahead.



Racing star Andre Grapperon sports a woolly hat to keep out the cold at the Melun circuit but didn't seem to feel the need for mudguards on his Alcyon, or indeed gloves.



Here's an original report of a French race, as read by readers over their croissants at cafe 100 years ago. I trust French readers will excuse my schoolboy translation: "The victorious Peugeot team. The Champagne circuit was 45km long. The competitors had to cover it five times. Left to right: Péan, Lacroix and Deauvaux who took the first three places in the 350cc class on their Peugeots. Inset: Deauvaux takes a corner. Checking the cylinder capacity. Péan, the overall winner, beat motor cycles of 500 and even 650cc with his 350cc Peugeot. Inset: Péan's team-mate Lacroix won the regularity cup."



Start of the Paris-Reims trial; the rider's name is Martinez; his mount is clearly a Triumph.



On the road from Paris to Reims, this rider bestrides an Indian; the marque that shocked British motor cyclists with its hat-trick in the 1911 Senior TT.



Here's a rare picture of motor cyclists at play. The original caption read: "The dry roads and sunshine in the North last week-end brought thousands of motor cyclists out from the Manchester district on the famous Chester highway."

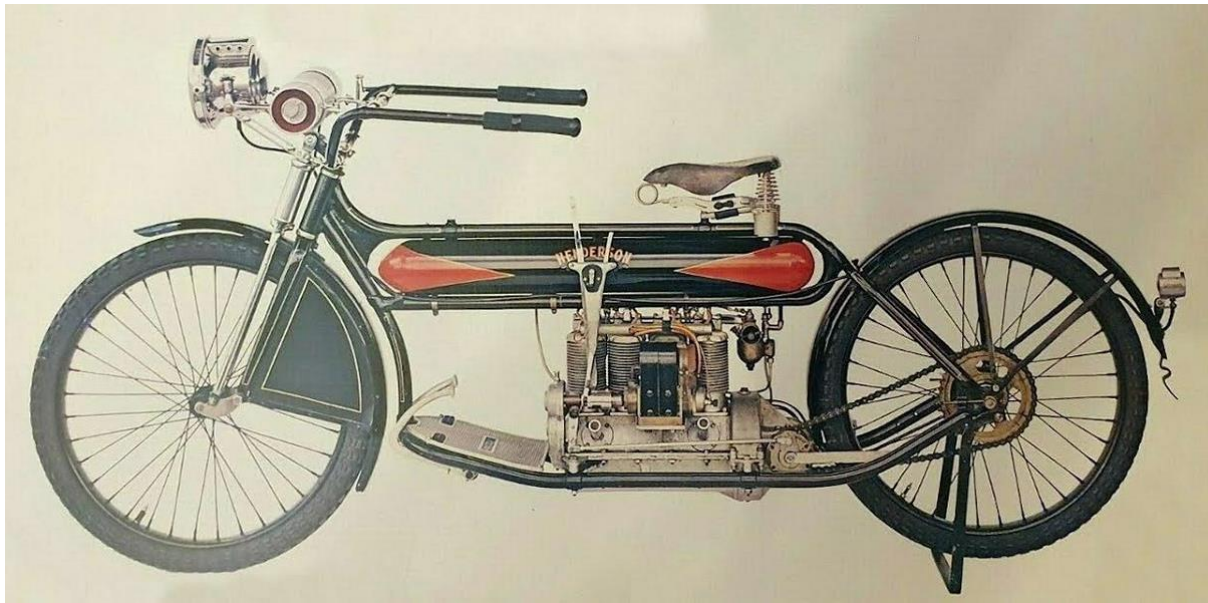
INDIAN PRODUCTION was running at 100 bikes a day—but the Indian tribe was facing some new competition. There were 19 motor cycle exhibitors at the New York Motor Show. Items of interest included the launch of the four-pot Henderson (see below); a 7hp Thor 50° twin; a 5hp Yale twin with automatic inlet valves; 'full floating sprung saddles from Emblem and Harley Davidson; and the two-stroke 'valveless' Schickel on which exhaust gas heated the inlet manifold and engine lubrication was achieved "by purposely mixing the lubricating oil with the petrol and allowing it to go straight into the motor...Simplicity itself! if no deleterious effects follow such a system." This seems to be the Blue 'Un's first encounter with petrol that would become the global standard for two-strokes. MM, which had a London agent, displayed an enlarged single and a twin with new Schebler carburetter, flat belt, and jockey pulley. Taking pride of place on the Hendee stand was the Tourist Trophy—following the Indian hat trick in the 1911 Senior, you can't blame the colonials for making the most of the PR opportunity. As soon as the show closed the trophy was despatched to the Chicago show. Ixion was not amused: "I hope our expert riders, leading designers, and manufacturers will not forget that the Tourist

Trophy graced the Indian stand at the New York Show in Madison Square Garden, that it will also be again seen at the Chicago Show, and that they will spare no effort to bring the cup back in time for next Olympia. With the exception of one or two leading makes the American industry still lags behind. Only four or five makes are equipped with variable gears, and most exhibits make a big talking point of the free engines which have long since been commonplaces on this side. Judging from outline illustrations, some of the Yankee machines are not improving in beauty; many samples remind me of a rheumatic camel, laden with a travelling gipsy's impedimenta." You have to wonder if he was thinking of the New Era and the Emblem (pictured below).

YOUNG WILLIAM HENDERSON, like any healthy nipper, was obsessed with motor cycles—and his father, Thomas, was a partner in the Winton Automobile Co, which had been making cars since 1897. William designed his ideal motor cycle: an in-line four. With backing from well-heeled family friends, the Henderson Motorcycle Co was formed in 1911; production began in 1912. But how to prove the new bike? Well, in 1903 Dr Horatio Jackson had won a \$50 bet by driving a Wilton car from San Francisco to New York. There were 150 miles of paved road on the continent in 1903; the trip took 63 days but the doctor won his bet: his second-hand 20hp twin-pot Wilton became the first motorised vehicle to cross the USA. Henderson upped the ante. Carl Stearns, a 22-year-old advertising copywriter, followed in Dr Jackson's tracks from San Francisco to New York on a 934cc 7hp Henderson—but that was the last leg of his ride. Clancy and his Henderson sailed from New York in early October and returned from the West Coast 10 months later, becoming the first motor cyclist to ride round the world. You'll find the story of his adventure in 1913.

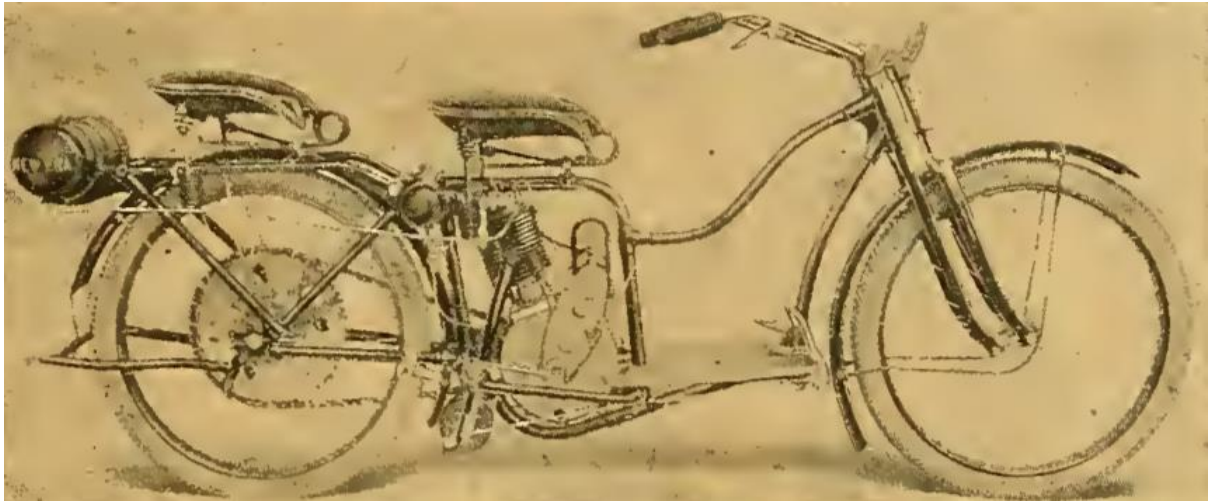


The four-pot Pierce which appeared in the USA in 1909 was based on the Belgian FN, but the IOE 7hp Henderson was all American. It featured a folding hand-starter and optional pillion seat in front of the rider. Robertson's Motor Agency of Great Portland Street, London W handled Henderson imports into the UK. The Blue 'Un recorded: "Mr Robertson Brown allowed us to give the machine a short run in traffic, when we found it to be exceedingly smooth running and to possess an extraordinary amount of power." With a year of the launch 25% of Hendersons were exported. This first-year model is said to be one of six left in existence.


Two side-by-side black and white illustrations within a single frame. The left illustration shows a man and a woman on a motorcycle. The man is leaning forward, and the woman is leaning back, holding onto him. The right illustration shows the same man and woman on the same motorcycle. The man is leaning forward, and the woman is sitting upright on the front pillion seat, holding onto the man's waist. Below the illustrations is a line of text.

Ask Her which way she would rather ride. Then write for booklet telling all about the quiet, vibrationless, flexible, powerful, sweet running

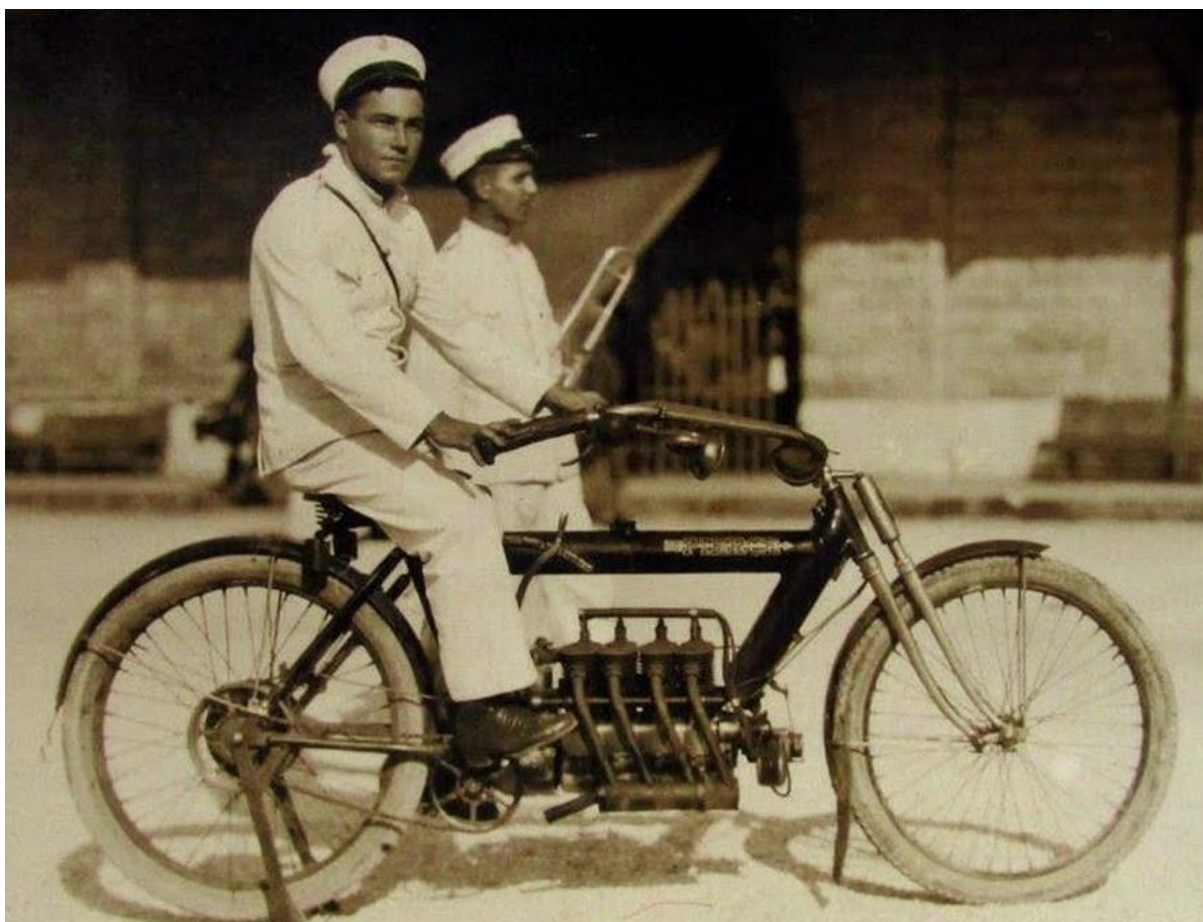
As well as the inherent smooth running of its four-pot engine Henderson's advertising made a virtue of the front pillion seat.



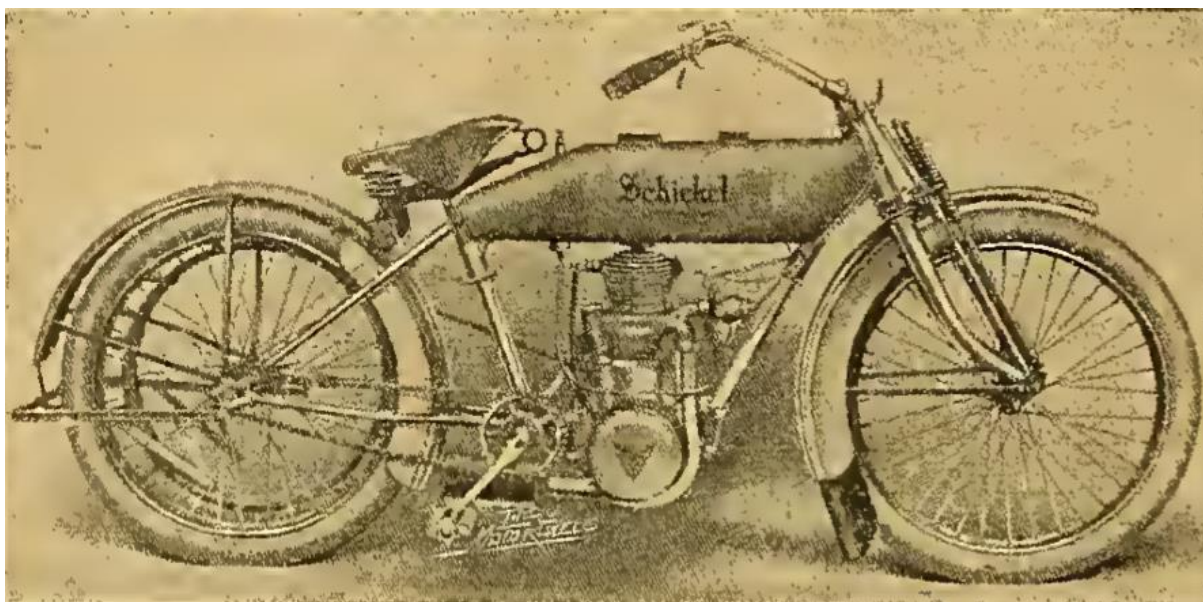
The New Era was certainly a novel debutante. Pundits noted the similarity to the Danish Elleham; the IOE engine featured a gear-train which operated the exhaust and inlet cams and the magneto; the 'tandem attachment' or pillion seat came as standard. Why did they fit a petrol tank looking like a beer barrel where the carrier ought to be? We will never know.



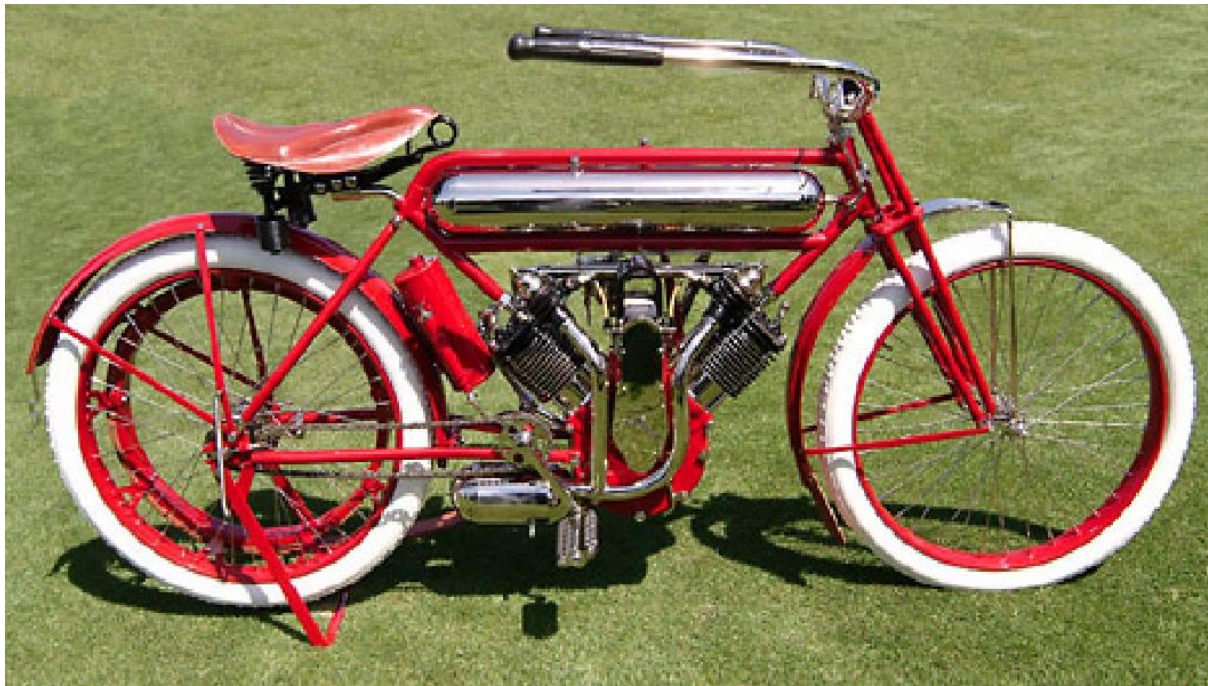
This Emblem twin was certainly not short of 'impedimentia'. It accommodated the Gale family, Maurice and Mattie with their nippers Herbert and Maurice, as well as a generator for electric lamps and, of course, an umbrella. (Right) Mattie surveys the challenge of Kansas mud. Emblem adverts made much of Maurice's ride, delivering a letter from the mayor of Chicago to the mayor of New York (a distance roughly equivalent to a British end-to-end run). He left on a Sunday morning and delivered his letter the following Wednesday at noon, having spent 35 hours in the saddle with no mechanical mishaps.



The Pierce has a charm all its own; it clearly pleased this matelot.



The two-stroke Schickel, "the mudguarding of which is worthy of notice".



The American Motor Co, which produced MM, was one US manufacturer with a British agent.



Green's Pattern Shop of New Haven Connecticut produced a 'tandem mount' of the type commonly known as a 'ladyback' powered by the firm's own design of 7hp, 814cc sv single. It was said to average 72mpg.

"THE WAR DEPARTMENT of the War Office is holding a test of motor bicycles at Brooklands, presumably with a view either to purchase machines for the British Army or to gain data concerning the use of motor bicycles for military purposes. In the circular to manufacturers inviting them to send their riders with a motor cycle to the track, mention is made that 'the War Department is now considering the question of the purchase of types of motor bicycles which might be suitable for use in the army'. Motor cycles which are submitted for this test will be required to climb the test hill from a standing start in full touring trim with a rider weighing at least 12 stone. Machines with engines up to 500cc will also be required to average 45mph on the track, and those with engines up to 350cc 40mph. This will be a fairly stiff test for the average single-gear motor bicycle to accomplish. It would therefore appear to be an opportunity for the variably geared machines to shine conspicuously." The trials were overseen by a committee chaired by Colonel HCL Holden of the Royal Artillery (Companion of the Bath, a Fellow of the Royal Society, designer of the Brooklands circuit and, in 1895, inventor of a four-cylinder motor cycle—not a bad CV). The bikes on trial (and their riders) were a 2¾hp two-speed

Enfield (HV Colver); 2¾hp two-speed Douglas (GL Fletcher); 3½hp Bradbury with NSU two-speed gear (Hugh Gibson); 3½hp free-engine Triumph (WF Newsome); 3½hp Zenith-Gradua (FW Barnes); 3½hp two-speed P&M (P Shaw); 3½hp free-engine 3½hp free-engine Rudge (S Spencer); 3½hp Premier with Armstrong gear (R Holloway). Each bike made two circuits of the track, the first timed from a standing start and the second with a flying start. The Zenith made the fastest lap (44.2mph) followed by P&M (42.5mph), Douglas (42.0mph), Triumph (41.9mph), Enfield (37.9mph), with Rudge, Bradbury and Premier all on 37.8mph. Zenith, and P&M tied for the fastest hillclimb at 9.4sec. They were followed by Douglas and Bradbury (15.6sec); Triumph (17.4sec), Rudge (18.6sec), Premier (18.4 sec), Rudge (18.6) and Enfield (19.6sec). "Altogether the test was quite an interesting one, and though the Zenith was the only machine which apparently satisfied the War Office officials, we do not think we should be very far wrong in saying that all accomplished what was required of them, as we were led to understand that the War Office ideal would not be absolutely insisted upon." A week later..."Further War Office tests took place at Brooklands on Tuesday last, when a P&M was tested...the machine had to cover one lap at 40mph and 19 laps at 30mph...it covered a lap in 3min 55sec=41.63mph..."



Major

Stevenson, DSO, starts P Shaw (P&M) at the foot of the Brooklands test hill during the WD trials.



Having tied for fastest time up the Brooklands test Hill Freddy Barnes starts his descent.

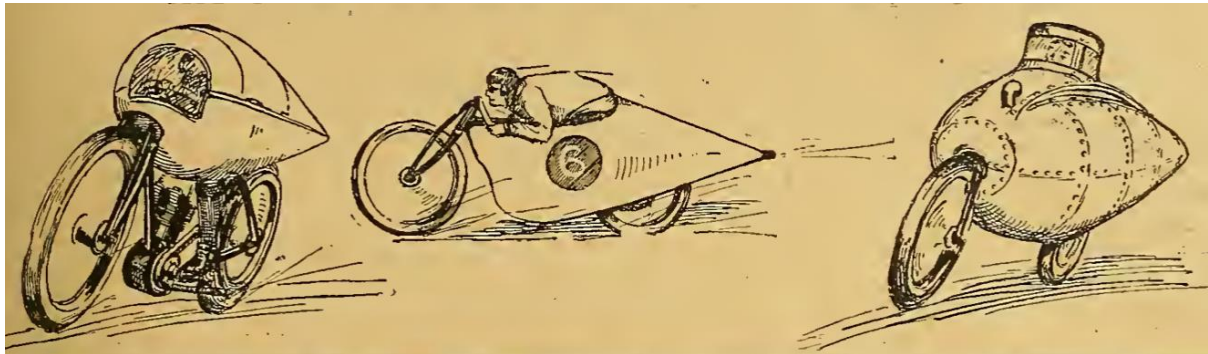
“A CAPITAL SMOKING concert followed the the annual general meeting of the Motor Cycling Club, at which a number of well-known artistes displayed their talent. Among the professionals, Mr Ernest Cherry, a MCC member, gave some selections from his clever impersonations; while among the amateurs Mr F Gillett, accompanied by Mr Hal Hill, sang some humorous topical songs of his own composition. A refrain, *We don't want more letters from Archibald*, and *We've a very good sec in Southcomb May*, went down very well.”

DURING HIS SPEECH at the Streatham & DMCC's annual dinner, chairman HPE Harding remarked that “The motoring movement has developed a new race of people. Previous to its inception there were comparatively few mechanical engineers in this country; now everybody said they knew all about everything connected with internal combustion engines, and what they did not know about them they did not say.” (Laughter.)

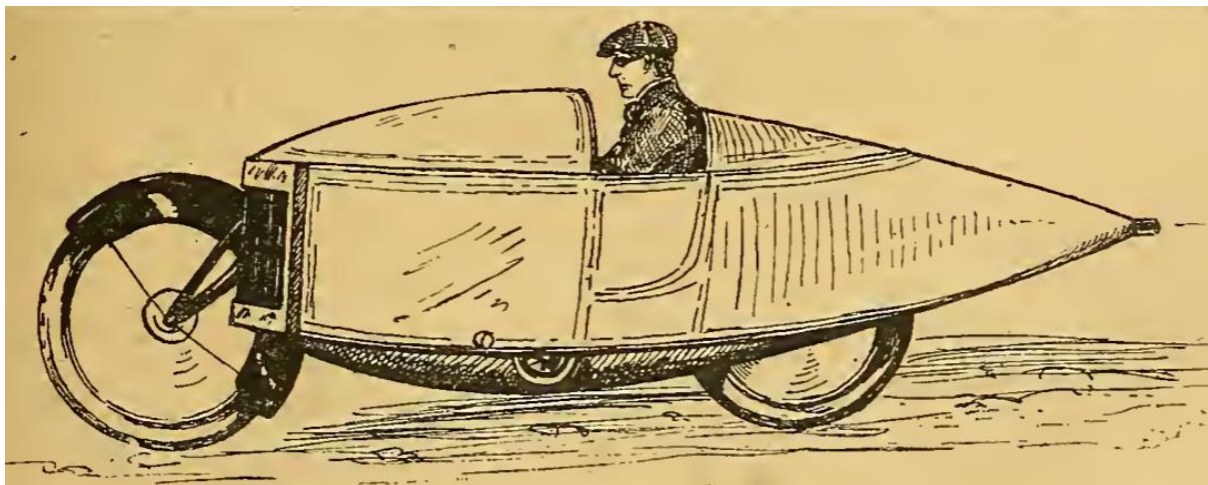


“There are quite a number of ladies who ride motor cycles in and around Milwaukee, Wisconsin. The Harley-Davidson machine—a local make which we illustrate—is the one most generally chosen, on account of its low build and easy starting engine.”

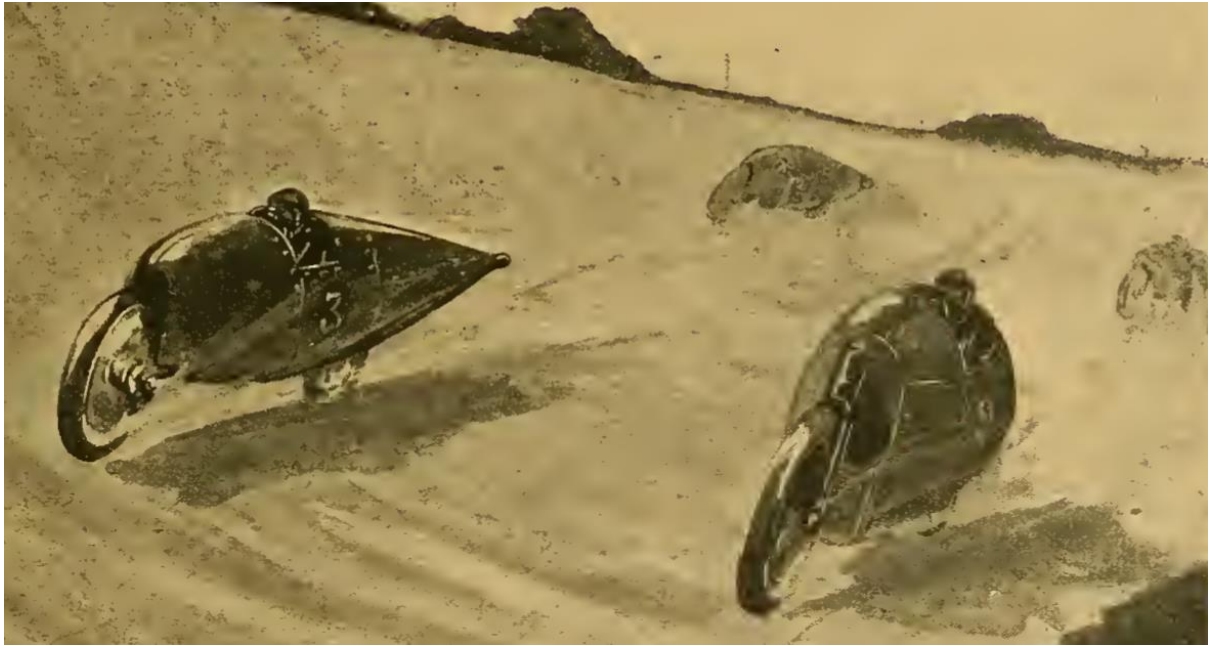
HALF A CENTURY before fairings came onto the market Ixion wrote: "I think if I were a commercial traveller, using my machine week in and week out for business purposes on compulsory rides, I should fit a permanent winter body between November 1st and March 1st, to wit, a light aluminium torpedo, resembling that on the Roc tricycle, with a high front, and sides brought well back. A light detachable steel framing, with aluminium panels, or leather shields, would serve to keep two-thirds of the anatomy warm, dry, and clean. The best of the existing winter shields seems to me to consider the machine rather than the rider; and more complete protection for the rider should be attainable without a great sacrifice of weight or convenience." *The Motor Cycle's* artist clearly took the great man at his word...



From left: "The streamliner shell for track racing purposes The fish tail type, which might prove rather too warm for the engine! The submarine body."



"Our artist has endeavoured to depict possible developments of the future on road [above] and track [below] in connection with streamline bodies."



A reader was inspired by Ixion's idea for "a light shell body as protection from the elements". The Blue 'Un commented "it cannot be termed elegant".

STREAMLINING WAS BEING TAKEN SERIOUSLY: "Though it may seem absurd on first thoughts to suggest a streamline body for a motor cycle, there is no question of doubt that such a wind-cutting fitment would materially aid the racing motor cyclist on the track. Racing has of late become such a fine art on Brooklands that new and up- to-date mounts are only capable of reducing by fractions of seconds the more important short distance records, consequently one's thoughts naturally turn to. exterior aids to speed. So much experimenting has been done with special compression ratios, valve timing, cam design, carburetter fakements, etc, that it would appear strange that track racers have not turned their serious attention to wind cutting devices to envelop their body, such as we are dealing with, especially as the veriest novice

knows how he must huddle himself up along the top tube to get the maximum speed out of his machine...A motor cyclist's body, no matter what contortions he may perform to reduce wind resistance, is of irregular shape, and consequently has a considerable retarding effect...It is, therefore, easy to realise that a streamline covering to envelop the rider's body is bound to effect a considerable improvement in the matter of speed, and once records have been made by the aid of such bodies, it is unlikely that a rider on a machine of orthodox design could recapture them. The shape which has been found to require the minimum power to drive is a long fish-like surface with the blunt end facing towards the direction of motion...A fish—particularly a mackerel—has the most perfect streamline form in natural life. The bodies of birds are a very near approach...Using the Eiffel Tower formula, and assuming a motor cycle and rider to have a surface of 4.6sq ft opposed to the air, the horse-power absorbed by wind resistance at various speeds is: 30mph, 1hp; 60mph, 8hp; 80hp, 19hp; 100mph, 35hp...It has been estimated by one of our leading riders that almost as soon as the streamline body is tried on a motor cycle the speed will increase' at least 10mph."



It was the end of the line for Torpedo, a highly regarded marque produced in what is now the Czech Republic but was then the Austro-Hungarian empire. This 4hp/600cc survivor, ridden by Czech correspondent Josef, has an interesting history. It featured in a 1956 documentary on the early success of Laurin & Klement; Josef's dad rescued it from the studio in the mid '70s by which time, he reports, it was "a heap of junk". She's certainly a beauty now.

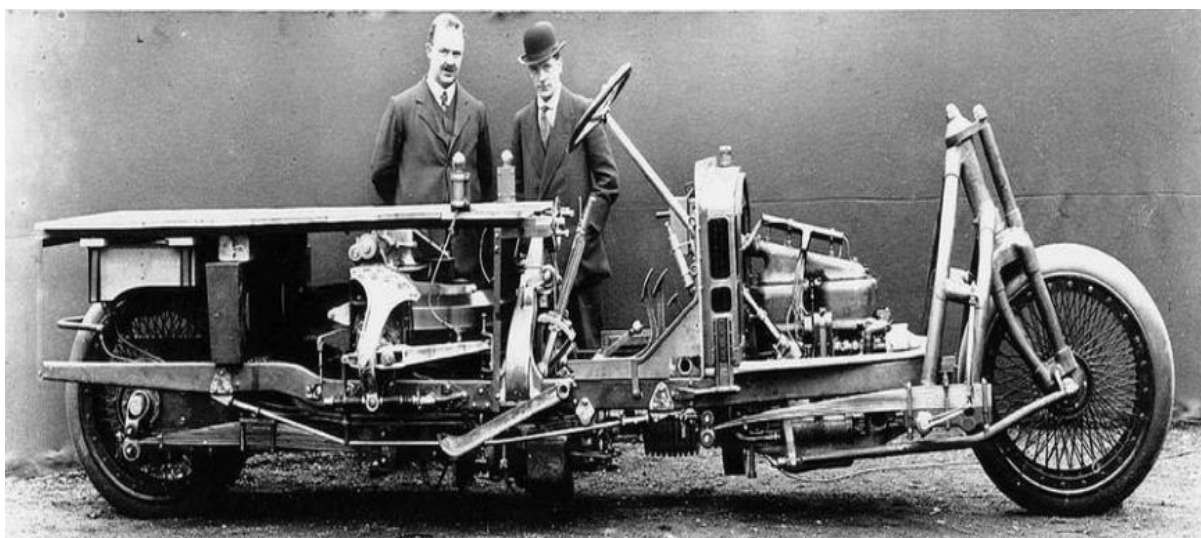
"IT SEEMS HIGHLY PROBABLE that noisy exhausts will be legally abolished within a very few months," Ixion warned. "The wails so commonly heard denouncing the innovation on the ground that hill-climbing must suffer strike me as quite beside the mark. It is gratuitous to imagine that the ingenuity of the trade cannot evolve a silent machine of 500cc which will climb as well as present-day noisy models. But should the trade fail in this not very arduous task, the only effect will be a general lowering of standard gears by a small fraction. An open cut-out does not affect a greater improvement in climbing powers than the reduction of the gear from, say, 4½ to 5 to 1.

My own belief—and Brooklands experiences bear me out—is that within a single season exhaust clearance will be improved, with a great gain in silence, so that the absence of a cut-out (if the cut-out be abolished) will be imperceptible. If I am too sanguine, the effects of a legal prohibition will be two-fold—first, a general lowering of gears, and, second, a growing popularity in more penetrating alarms than the ordinary hooter.”

RUSSIAN COUNT Peter Schilovski showed Wolseley plans for a gyroscopically stabilised car running on two wheels (which in my book makes it a motor cycle). The Shilovsky Gyrocar was driven by a 20hp Wolseley engine driving the rear wheel via an offset driveshaft. The gyroscope, powered by a 1¼hp electric motor and incorporating a 1,344lb flywheel, was mounted amidships and spun at 3,000rpm; it stabilised the vehicle via a rack-and-pinion system linked by cords to two pendulums. If the gyroscope stopped sprag wheels to either side of the chassis deployed automatically. AW Dring, Wolseley’s chief experimental engineer was in charge of building the beast. He reported: “We drove the car backwards and forwards for a distance of about six feet many times. During these tests it was noticeable that one could stand on the side of the car and step into the body without any disturbance of balance. We then moved the car partially round a radius to the left, backwards and forwards. Eventually we drove the car the whole length of the works,



The Gyrocar weighed nearly three tons, had a wheelbase of 13ft 3in and carried up to six passengers. Just one more might-have-been.



Without its body the gyrocar clearly was a gyrobike.

backwards and forwards, with four passengers. Then His Excellency decided to take the machine over on to the track...suddenly, when opposite the Directors' mess room, the vehicle heeled to the near side and dropped on its sprag. It was lifted by eight men, the engine restarted, and the car driven back to the experimental department, but it was supported by outside assistance." After some development work the gyrocar was driven in London's Portman Square. The New York Times took an interest: "The inventor sat beside the driver while the car made several circuits of the square, sometimes at slower than walking pace, the curves being negotiated without difficulty at that rate, and, of course, always with the vehicle on an even keel, as distinct from inclining it in the manner in which a cyclist rides around a curve. Then the car was brought to a stand, but as the gyroscope was kept in action it stood upright, and was unaffected by men stepping on to or off it or leaning against it." Like the P&M V-twin, it worked. And like the P&M V-twin it was killed off by the outbreak of the Great War. P&M concentrated on making slopers for the RFC; Wolsley concentrated on making aero engines for the RFC. The gyrocar was buried. Then just before the start of WW2, the gyrocar was unearthed and displayed in the company's museum where it survived bombing raids, only to be scrapped in the late 1940s.



In 1938 Wolsley dug up the Gyrocar (note that at least one of its tyres had stayed up) and preserved it, but, alas, only for a few years.

HARRODS WENT into the motor cycle business, “the firm having taken the Cadogsn rooms, just behind the main building, in which a special room is set apart for motor bicycles and sidecars. In the handsome hall special displays are being given from time to time...a speciality of Messrs Harrods’ motor cycle department is their deferred payment system, of which motor cyclists are taking advantage in ever-increasing numbers.”



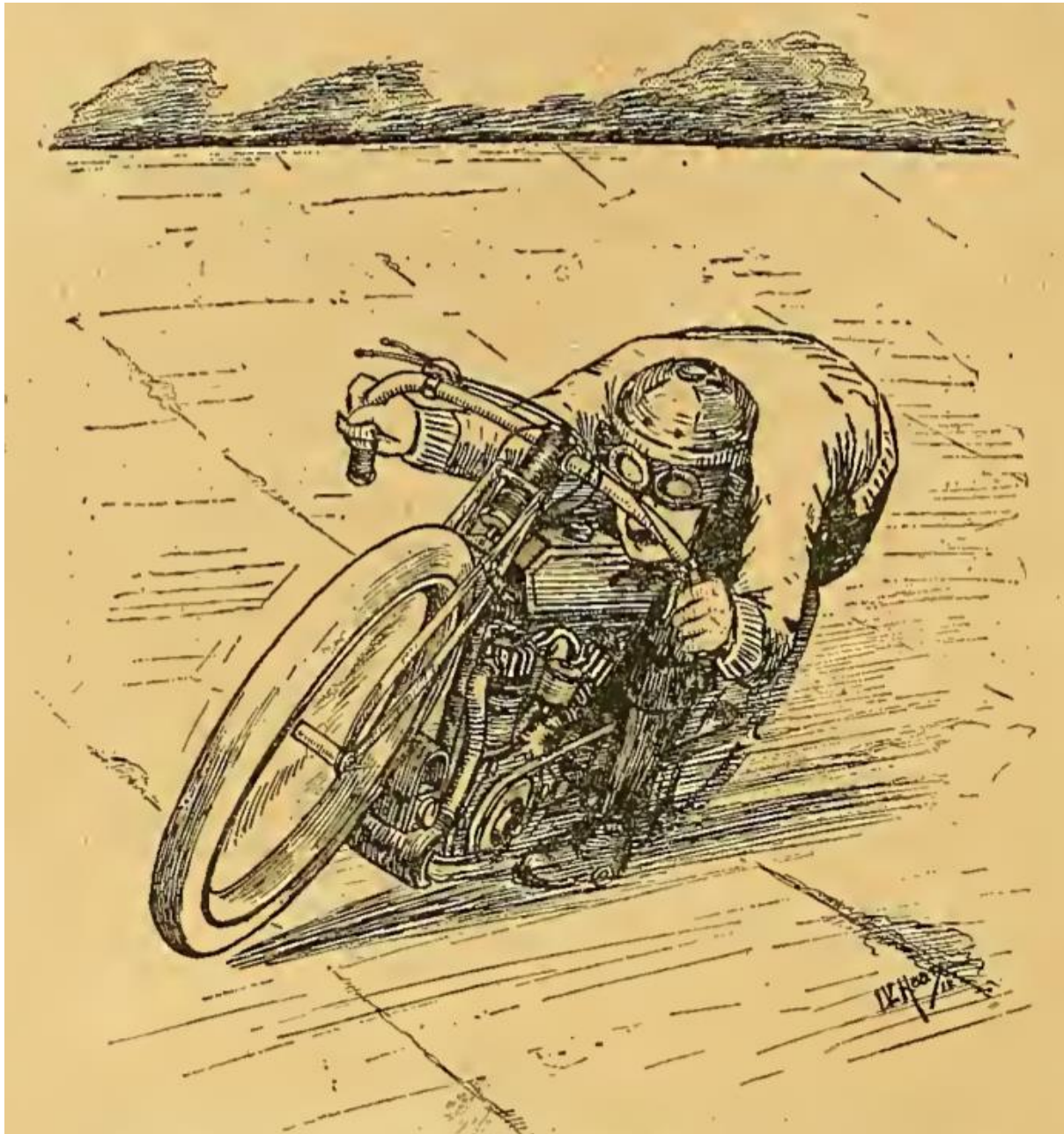
“Stoney Brow was recently climbed by Harry Reed, mounted on an 8hp Dot-JAP, from a standing start with three extra passengers. The gradient is 1 in 7 and the surface shocking, as the name implies.”

A Chat with Mr H Collier, Sen.

WE FOUND MR COLLIER at the new premises, 44, Plumstead Road, Greenwich, two minutes’ walk from Woolwich Arsenal gates. It is not generally known that Mr Collier served his country years ago by working at the big lathes in the naval gun factory at the Arsenal. His experience with ‘explosion engines’ therefore dates from early days.

The new Matchless works should greatly facilitate the turning out of the 1912 models. It is a compact little factory, well equipped, well lighted, run on up-to-date lines, and capable of extension—a real credit to the hard work of Mr. Collier and his sons, who might well share the motto of another famous business man, ‘Great oaks from little acorns grow.’ Unlike many other manufacturers, Mr Collier is a healthy supporter of races of all kinds. In 1902-3, Charlie and Harry were making rings round their rivals, at Canning Town, using a 2¾hp De Dion engine slung in an inclined position on the frame—an engine which was tuned out of all recognition. The two keen brothers learned their trade in the excellent school kept by Dame Experience, and now what they do not know about engine tuning, and making for that matter, is not worth talking of. 1912 Matchless machines are now being fitted ‘with Matchless engines, made by Messrs JA Prestwich and Co. We mention this fact because it shows how much the Matchless firm has benefited by racing experience. Mr Collier therefore seems to be thoroughly justified in what he says about the value of racing. “Where are France, Austria, and Germany,” said Mr. Collier, “who gave up racing five or six years ago, and at the time they gave it up could beat us? We have never given up motor cycle racing, nor have the Americans, and American or English machines can safely take on any Continental make.” Asked about Charlie’s proposed visit to the States, Mr Collier said he was quite willing for him to go, only he wisely insisted that the money guaranteed should be deposited, preferably with the Auto Cycle Union or some independent party, before

he would allow his son to leave the country. Whether or not he could go would also depend on the date of the Tourist Trophy Race, and the number and date of competitions on the Continent this year. In conclusion, Mr Collier told us he felt the motor cycle boom was only just beginning, and that in the near future the use of the motor cycle would be vastly extended.



“An impression of CR Collier at speed on his 8hp Matchless-JAP. It is interesting to note that this Englishman’s speed of 91.37mph remains the fastest ride ever accomplished on a motor cycle.”



“Neck and neck! A motor cycle racing incident. The artist has endeavoured to depict (and we must say with considerable success) a Triumph and a Rudge rider in a great duel.”

FOR THE FIRST time, *The Motor Cycle* felt the need to comment on rowdy motor cyclists: “The time has arrived when immediate steps should be taken to eradicate a certain discordant note which is now being heard at all gatherings, which certain members of the motor cycle community attend. Shouting, singing, and interruptions during speeches and musical entertainments are not conducive to the good reputation the movement should bear, while the same conduct at meal times in hotels during the progress of competitions has an even worse effect. It is obvious that only a very few, whose enthusiasm gets the better of their discretion, offend in this manner, but the nuisance has reached such a stage that all who have the good name of the motor cycle pastime at heart should take immediate steps for its suppression. The kind of behaviour we have had most reluctantly to refer to is, besides being harmful to the pastime, discourteous to ladies who may be present, and brings those responsible for the proper conduct of the event into discredit...A drastic remedy would be ejection of the offenders from the meeting and suspension from so many club competitions during the year, and if the

offenders persisted after that in disturbing their fellow members summary ejection from the club should be the punishment.”



Hardy competitors in the Derby & DMCC winter run pictured near Cross o' th' Hands, Wirksworth where the snowbanks were up to 8ft deep. Overall winner was George Brough (third from left).

WORD SPREAD from the USA that adding hydrogen peroxide to the water used in acetylene lamps made them shine more brightly. *The Motor Cycle* ran some tests and established that it worked. Adding half an ounce of '20 volumes' hydrogen peroxide to a pint of water increased the lamp's candle-power by 50%. An ounce boosted luminosity 62.5%, two ounces by 68.8% and three ounces by 71%. The tester concluded: "Possibly the explanation is as follows: The increase in candle-power is probably due to the oxygen which is evolved from the H₂O₂, together with the acetylene, causing more complete combustion than would otherwise be the case...It may, therefore, be taken as a rule that two ounces of 20-volumes hydrogen peroxide per pint of pure (soft) water is the best for all-round work. I do not recommend the proceeding adopted by one amateur who filled his generator with H₂O₂ of full strength and then wondered why it exploded when he applied a light. A solution too strong would do far more harm than good, besides being risky, as acetylene and oxygen form a very explosive mixture."

...AND THEN THIS letter arrived on the editor's desk: "I should like to draw your readers' attention to the fact that by an Order in Council, dated May 15th, 1900, it is illegal to use peroxide of hydrogen in the water of an acetylene generator. As your readers will know, the use of peroxide of hydrogen results in the acetylene gas being mixed with a small quantity of oxygen. The following is an extract from the Order in Council above referred to: '*Acetylene when in admixture with atmospheric air or with oxygen gas in whatever proportion and at whatever pressure and whether or not in a mixture with other substances shall, be deemed to be an explosive within the meaning of the Explosive Act. And whereas it is in the judgment of Her Majesty expedient for the public safety that acetylene in admixture with air or oxygen, when an explosive within the meaning of this Order, shall be prohibited.*' I shall be pleased if you can see your way to publish this letter, as, in the interests of the acetylene industry, I am desirous that the practice of using peroxide of hydrogen in acetylene generators should be discontinued."

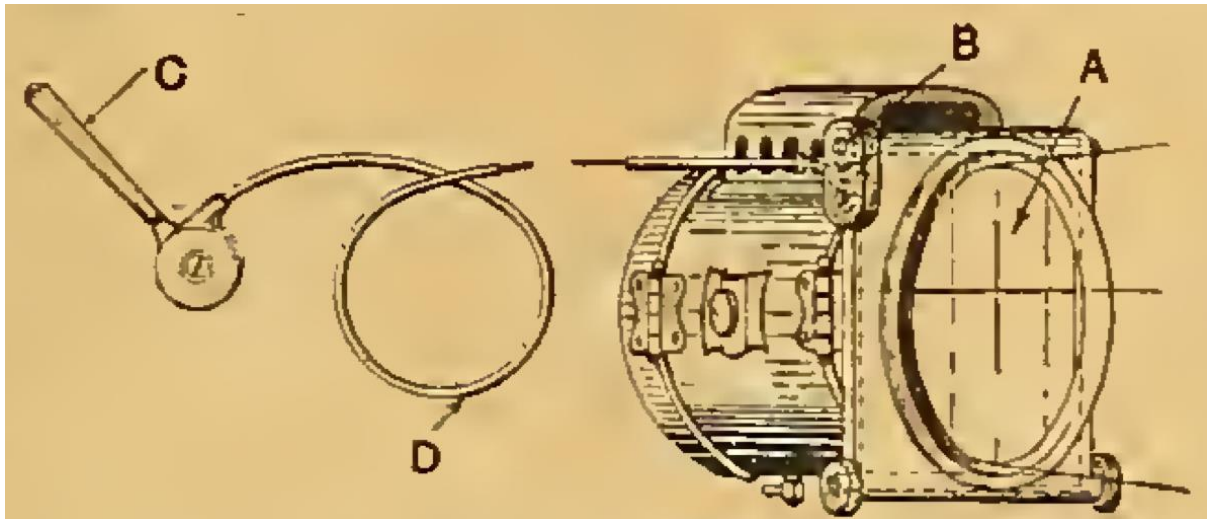
HS Smith
Acetylene Publicity Ltd



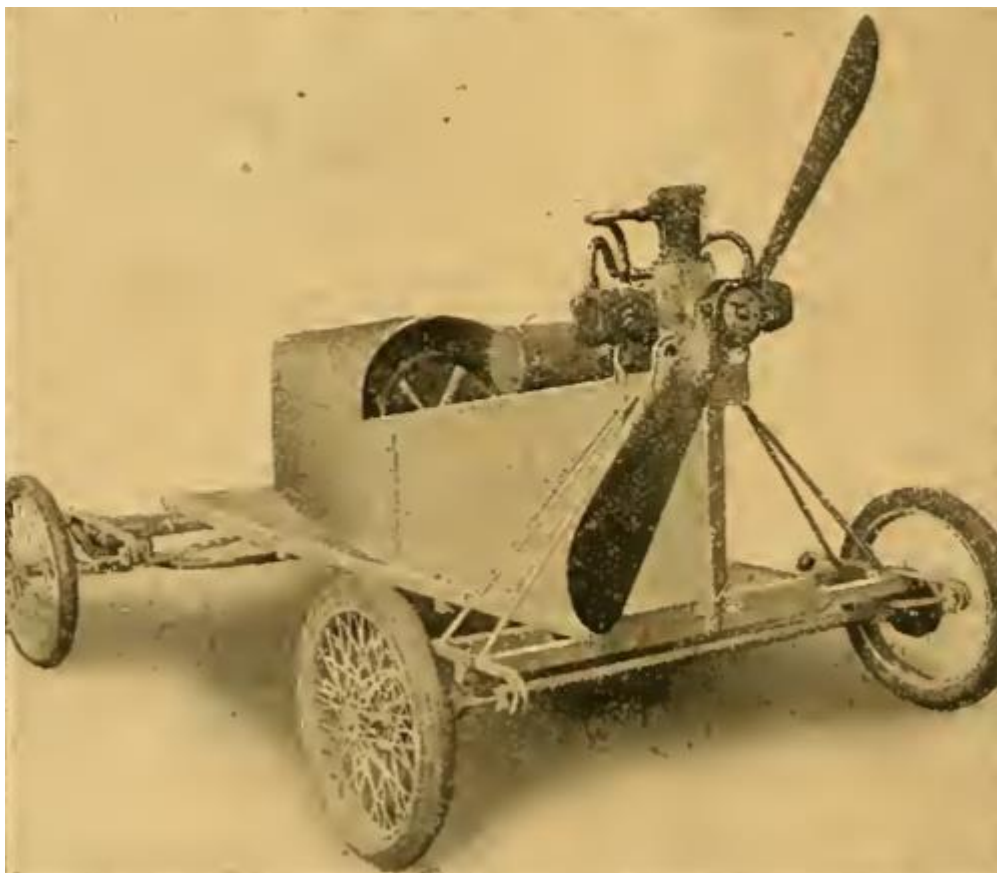
GW Orr (3½hp Ariel) of the Glasgow

MCC won a silver cup—the ‘aggregate’ prize for winning a gold medal in the club’s hill climb, reliability trial, consumption trial and flexibility trial.

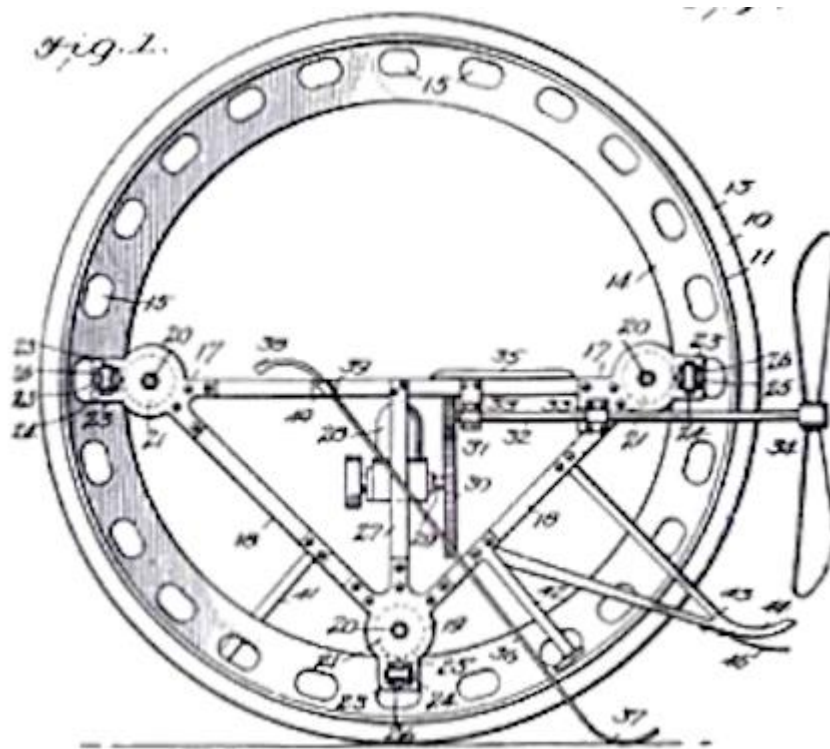
THE HARROGATE & DMCC staged its annual gymkhana in the local skating rink; events included tilting at rings, egg and spoon race, ring and bucket race, obstacle race, musical chairs and foot and wheel race. All most enjoyable no doubt, and for the first time they added a tricycle race: “F Stafford [winner of the egg and spoon and musical chairs, who was the first to start, found the machine unmanageable, and goinng off at a tangent, finally ended up among the spectators. Tindall turned the first two corners, but had trouble on the straight when the machine decided to go amongst the spectators and Tindall to turn a beautiful somersault. The remainder were painfully slow...”



Before there were dual-filament dipping headlights there was the “Anti-glare Attachment for Head Lights...The essential feature consists of a semi-transparent screen or blind mounted on rollers, actuated by springs and working immediately behind the front glass or lens, the whole surface of which it is capable of completely or partially covering. The screen itself is made of strong but thin fireproof fabric, the degree of transparency being made to suit the power of the lamp, but only just sufficient to eliminate the dazzle. By preference the screen is coloured reddish yellow on account of the fog penetrating qualities of a light of this colour but it can be tinted any desired shade to suit the user’s individual ideas...the mechanism for operating the screen consists of a train of gear wheels actuated by Bowden wire and self-locking lever.”



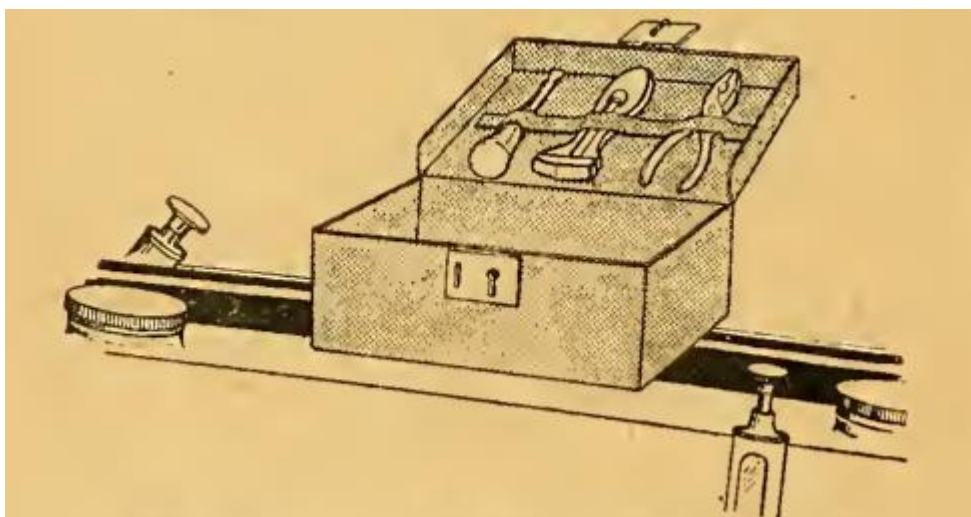
This ‘quadcar’,
powered by a motor cycle engine, drew crowds at the Brussels Show.



Patented in 1912

by one Clinton T Coates of St Louis, Missouri: "Single-seat pusher propeller-driven monocycle. Any type of motor is proposed and it is located just forward of and below the driver's seat...The vehicle is guided by means of skids attached to handle bars. The rider sits with his right foot forward and left foot rearwards...an additional skid is provided to prevent contact of the propeller with the ground."

"THE OPEN ROAD! What vistas does it not call forth? Free to tour from one end of the land to the other, untrammelled by trains, and the consequent servility to timetable and confinement in stuffy carriages! The glorious pastime of motor cycling, never dead throughout the year, is about to gain a new lease of life from the improvement in roads and weather. The old enthusiast has obtained delivery of his new mount and is eager to test its capabilities o'er hill and dale, while the tyro is on the verge of tasting the joys of a nomad. Both are free to wander where they list, nothing daunts them; no acclivity on a main road is too steep for the modern motor cycle to ascend; no declivity too precipitous for it to descend, depending on its powerful brakes and the retarding influence of the engine. In fair weather or foul a motor cycle can be ridden practically anywhere, and so the open road is free to all to go where they like, stay as long as there is leisure or the will to admire some pretty view, to inspect some ivy-mantled ruin or other object of interest that meets the traveller's eye..."



“Toolbox affixed

to the top tube, a pattern which Mr JL Norton claims to have introduced. The screwdriver, pliers and adjustable s[anner are all in an accessible position in the lid of the box.” Hang on...did Pa Norton invent the tankbag? Who knew?

“OFFICIAL NOTIFICATION has been received by the ACU that the Northern League has been disbanded. It appears as if the Yorkshire clubs are now friendly towards the Union.”

THE MOTOR CYCLISTS’ Progressive Association (MCPA) was formed by a “provisional committee of members of the ACU and representatives of affiliated clubs, who are desirous of introducing reforms in the conduct of the ACU”. The MCPA had two goals: “To assist the ACU in furthering the interests of motor cyclists” and “To work to secure the adequate and efficient representation of active motor cyclists throughout the United Kingdom upon the committee and sub-committees of the ACU; in other words, to ensure the government of the pastime *by* motor cyclists *for* motor cyclists.” The committee added: “We want the ACU to have a membership of 100,000 instead of about 5,000...The subscription to the Association is 1s per annum, so that no one need hesitate to join on the score of expense...May we point out to our provincial friends especially that this Association should, and doubtless will, provide a special means of conveying their views to the governing body in London.” At its first meeting MCPA chairman Otto Thomas said: “I will allow no personalities during the course of the discussion...if the MCPA does nothing else it will take steps to suppress bad manners at public gatherings.” He later wrote: “We consider that the ACU has lamentably failed to make good its undoubtedly strong claim to the support of motor cyclists, as a whole, and consequently has failed to attract members in anything like the numbers that the movement warrants. The ACU has failed to keep in touch with its affiliated members—especially those of the provincial clubs—with the result that unnecessary friction has arisen, powerful clubs have refused their support, the interests of provincial clubs have suffered, and the movement has been weakened. The policy of the ACU in regard to competitions has been vacillating and variable; it has reserved to itself competitions which should have been left to the affiliated clubs—thereby competing with its own constituent members—and diffused its executive energies, instead of concentrating them upon such classic events as the Isle of Man races, six days’ trials, etc. The ACU is primarily an organisation of private owners, and the trade has sufficient commonsense to recognise fully that position, notwithstanding what has been stated to the contrary. The unworthy suggestion that we have ‘axes to grind’ can be dismissed with the contempt it deserves.”

BY SPRINGTIME the ACU had 3,437 affiliated members in 73 clubs, 379 individual members and 1,503 touring members.

THIS LEADER column in the Blue 'Un made not the slightest attempt to be non-partisan: "There is a tide in the affairs of men which taken at the flood leads on to fortune.' I So is it with the ACU at the present time. What we want to do in this short article is to impress upon the provincial clubs that, notwithstanding any communications they may have received from other sources, the progressives are their true friends. It is the sole aim of the Motor Cyclists' Progressive Association to look after the interests of the provincial clubs by seeing that they are represented by active men whose motto is progress, and who believe in the government of motor cyclists by motor cyclists. The old policy of a section of the ACU, who, many think, have been too long in power, has been to quibble with the delegates of the provincial clubs at council meetings, and generally to prevent progress. The application for affiliation of the British Motor Cycle Racing Club was refused three years ago simply through the high handed and unreasonable action of the section referred to. It is perhaps a little unfortunate that the proportion of trade representatives on the progressive side is high, as it gives the provincial clubs an idea that the Union is governed by the Trade. This is not so...It is ridiculous to shut one's eyes to facts, and the fact in connection with the trade representation on the ACU is that those traders who give their services are deeply interested in the development of the movement and their advice and experience are of very great use..."

"SURELY IT IS time that we cease to call the popular single-cylinder machine of the day 3½hp. It has been 3½hp for some years now—in fact, ever since it was a baby—and has been getting larger and stronger ever since. This being so, it is time it went into knickers, as it were, for it is a baby no longer. Why not call it by its cubic capacity?"



"The Motor

Cycle finds it way to all quarters of the earth. This snapshot was taken in the far away bush in Northern Nigeria, W Africa."

CHARLIE COLLIER rode a standard 8hp Matchless (which was due for delivery to a private buyer) up Honister Pass in Cumberland. WB Little, captain of the Cumberland MCC, was among

the enthusiasts who gathered in the rain to watch the fun. He reported: "A speck appeared away down the valley, which gradually got nearer and resolved itself into the Matchless, CR Collier, and his 11-stone passenger. Quickly they drew nearer until it was observed that their speed was abnormal for such a road. They travelled up the pass at a speed verging on 20mph, swerving from side to side with the front wheel often at an acute angle from the line of direction. At the bridge about 300 yards below Hill Step the bottom gear was engaged, and the pace slackened to about 14mph. Could the road possibly be held at this pace? was the question on everyone's lips. Nearer came the machine, swerving and rolling, with the passenger performing wonderful balancing effects until the loose shale was encountered. Through this it ploughed from first the inside of the road to the outside, where yawns an unguarded drop of 100 feet over a precipice to the stream below. Upwards still it rushed, and after a moment of tense excitement Hill Step was reached. Round flew the driving wheel in the deep shale, and showers of stones scattered upwards and outwards in all directions, the speed alone carrying the machine. and its load over the awful loose surface. Once over the Step the machine leaped forward, and the spectators yelled themselves hoarse. From there to the top of the pass the pace was accelerated and all went well, and a marvellous climb was accomplished. Collier then returned to Hill Step to examine the scene of his exploit." Just for fun Collier then made the climb from the Borrowdale side with two Cumberland County MCC volunteers as passengers. He later described the climb as "the maddest thing I have ever done", warning that if many more attempts were made "there is sure to be a nasty accident".



Collier rode a customer's 8hp Matchless outfit up Honister pass via the old road from Borrowdale three up. He later described it as "the maddest thing I have ever done".

MOTOR CYCLISTS were getting organised on both shores of the Solent. The first general meeting of the Isle of Wight MCC was held at Newport with Dr CG Thompson in the chair; they already had more than 50 members and planned to affiliate to the ACU. The same week in March a group of enthusiasts met in the King's Hotel Portsmouth and voted to form a Portsmouth & DMCC; F Tappenden of Southsea was elected secretary and treasurer.

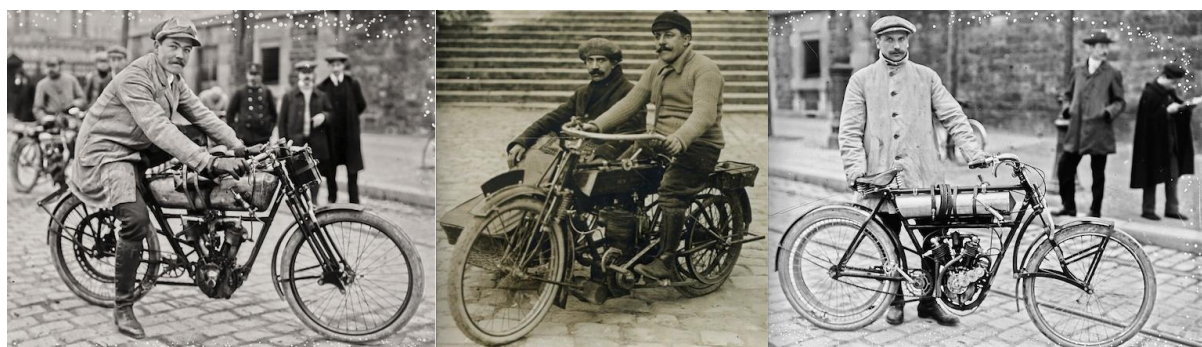
A CONTINGENT of 14 enthusiasts caught the boat-train at Charing Cross and crossed the Channel to compete in the Circuit de Paris—the first English team to compete in a French trial. One of them left his impressions of an eventful trip; here are some of the highlights: "Although the competitors gave considerable assistance to the railway staff at Folkestone, they were not allowed to touch the machines at Boulogne...At the French port McMinnies and Griffith

ascended on the crane platform with their machines, and as they went up the porters shouted, 'Adieu, Monsieur Bleriot.'...The men were started in groups of four at one minute intervals, and once under weigh there ensued some miles of the worst pavé to be found in France...was reached, when the surface again became appalling. The English motor cycles stood the racket fairly well, but my stand refused to remain in situ, and had to be fastened with string...The



Some of the British competitors in the Circuit de Paris: F Dover (3½hp Premier); H Lister Cooper (3½hp Triumph); EW Cook (ASL); GL Fletcher (2¾hp Douglas).

English team lost three men. Cook's back tyre burst; he fell and broke the frame. Reed had a sparking plug blown out and the point entered the tank, and the leakage of petrol resulted in his machine being burnt up. Lake retired with gear trouble...Dover was soon to be put out of the running with tyre trouble, and had it not been for an English, tourist, who lent him a spare tube, he would have fared badly...my bad time came next. The vent in my filler cap became choked with dust and caused symptoms of partial failure, which I put down to a choked jet. The day before the float was also punctured, and the gear rod needed adjustment. The bad roads, of course, started the float trouble, while the other small details are such as would easily cause delay to one who was riding a strang emachine...the scenery on both days in such places as Fontainebeau, Chateau-Thierry, Compiègne, Vernon, and Rambouillet was really beautiful...the ill-fated



French Riders at the Circuit de Paris: Nass (Griffon), Meurisse (New Hudson combo) and Péan (Peugeot).

Rex Mundy's back wheel collapsed after his tyre had become deflated. Hillman tried conclusions with a dog at Les Thilliers and hurt his arm. As regards the Frenchmen, the riders of the Griffons suffered a good deal of trouble. They were followed by a car, the occupants of which, against the rules, doled out coils or accumulator when required. The Clements, which followed Enfield lines, ran well, and were much admired. Fenton had chain trouble, while the lightweight New Hudson was frequently seen stopped through carburetter trouble...The following arrived at Versailles, where the trial virtually ended: Class I, up to 225cc, one NSU, two Motosacoches, and one New Hudson. Class III, up to 350cc, three Clements, of which one was ridden by Fenton, one NSU, two Peugeots, one Griffon, a Motosacoche, one Enfield (Bishop), and a Douglas (Fletcher). In Class IV, up to 500cc, Lister Cooper (Triumph) was the sole entrant

to finish, while in the open class a Francaise alone finished. In the amateur class the Englishmen scored, Boileau (Douglas), McMinnies (Triumph), Hillman (Zenith), and GrifBths (Rudge), completed the course. The trial was well organised and altogether enjoyable, and was a credit to the French club. The RAC and ACU left no stone unturned to make the journey a comfortable one."



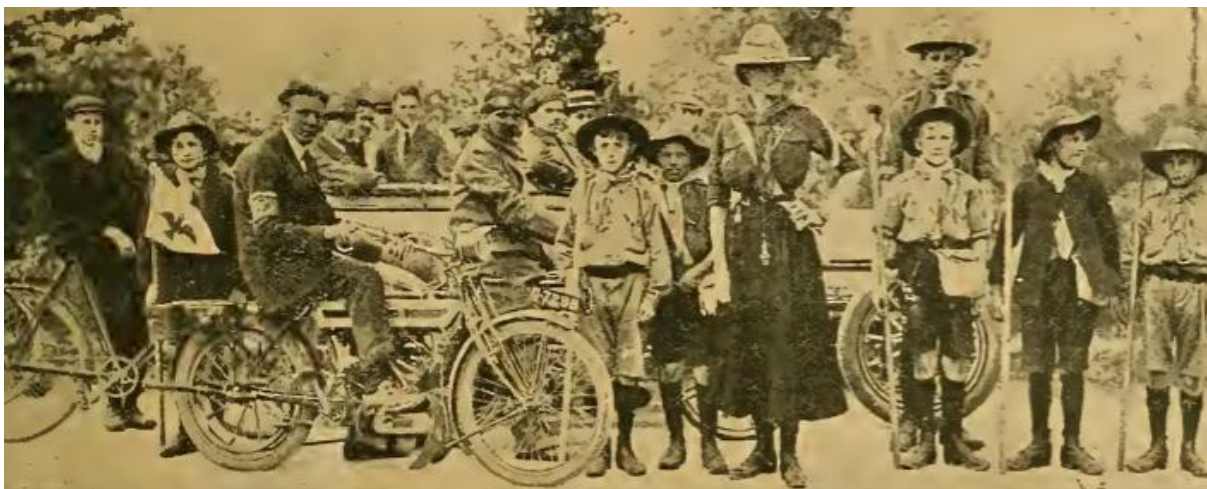
G Griffiths (3½hp Rudge Multi) giving it some welly in the hill-climb at Montanglaust. Mind you the Brits weren't impressed. One remarked: "The hill itself could hardly be counted as such in English eyes, as the gradient is only 1 in 9 and the course two kilometres long, one kilometre being on the level."



Even more welly: "A decided hump was encountered during the ascent of La Course de Cote de Montanglaust which lifted machine and rider clear of the ground. OC Godfrey (Indian) is seen with both wheels of his machine several inches off the ground."

"COVENTRY MOTORISTS vs Boy Scouts: The manoeuvres in connection with the above event will operate in the vicinity of Rugby. The idea of the scheme is that twenty cars and one hundred motor cycles will be used in an attempt to break through a cordon of scouts numbering with officers 250 strong. The motor force will be composed of members of the Coventry and Warwickshire MC, and the scouts will be drawn from Rugby, Leamington, Warwick, Daventry, Southam, etc. The scouts will occupy the roads, etc., within a six-mile radius drawn from the Clock Tower, Rugby, but will not go outside this line, neither must the motorists attempt to cross it, before 3pm. The rules are that at least five motorists must break through and leave evidence of their having done so at Mr IB Hart-Davies's office. Bank Street, Rugby. A proportion of three to two on either side within twenty yards of each other captures. If the proportion be less than

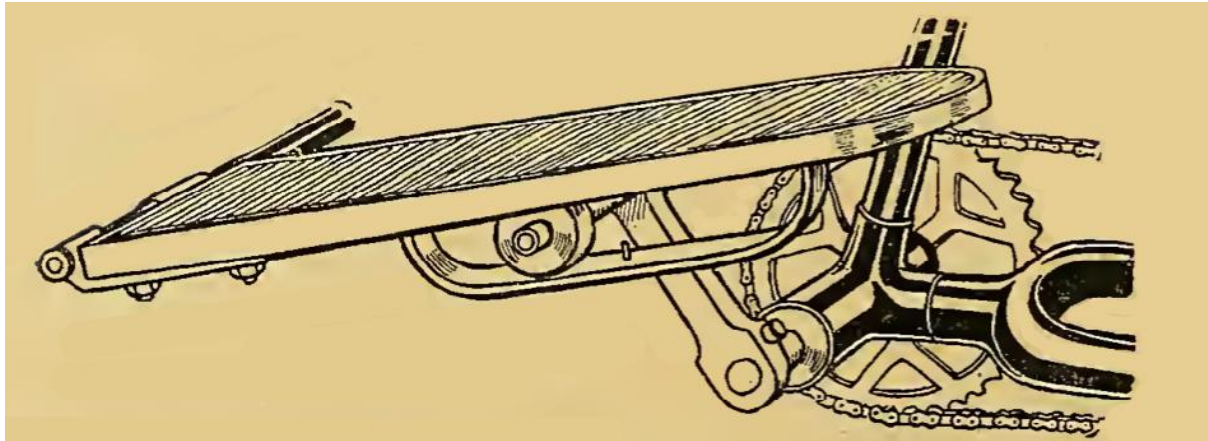
three to two, both retire 100 yards and await reinforcements. Motorists will wear white badges, which will be replaced with red when captured. Scouts will wear uniform, with a white band when captured. The motor force will make use of motor cyclist despatch riders to communicate with their base, The *Midland Daily Telygraph* Officces, Coventry, but must not use telephone or telegraph, which are to be considered as 'lines cut'. The general rendezvous will be the George Hotel, Rugby, at 5.30pm." [In the event six motor cyclists got through, proving their use for carrying military dispatches, but many more were captured and everyone had a smashing time, after which they had tea.]...And then the dreadful truth emerged: "A Practical Joke which was not Relished: The Boy Scouts have now been declared winners of the manceuvres in connection with the Coventry and Warwickshire Motor Club, as it has been proved that three of the six motor cyclists who entered Rugby got through the Scouts' ranks in a pantechnicon. The "discovery" has caused great amusement among motorists, not so the Boy Scouts, who, according to a daily paper, "are slapping their knees and waving their 650 poles in anger".



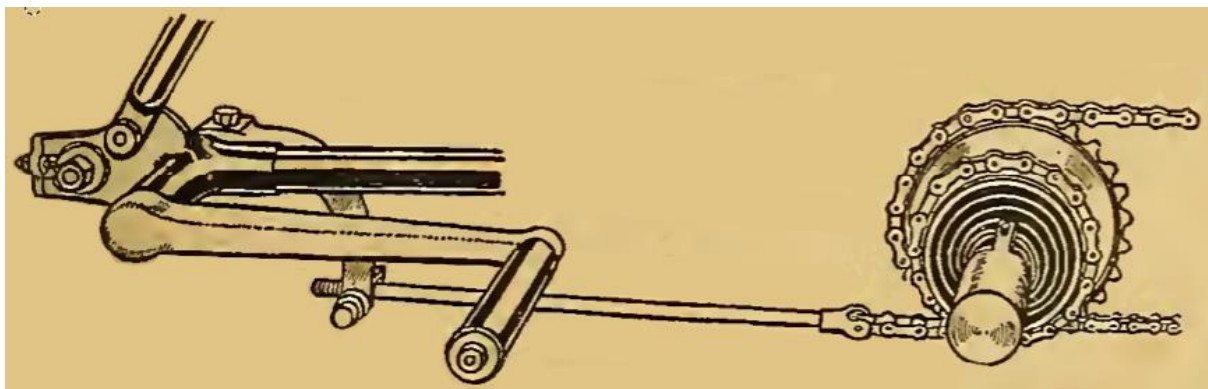
"Coventry and Warwickshire Motor Club members and their captors. The scout mistress is Miss Whitehorne, of Harbury."

"IT IS PERHAPS NOT GOING TOO FAR to say that the general and rapidly growing use of some form of easy starting mechanism is a step forward of such magnitude as to be worthy of classification with the introduction of variable gears, magnetos, and spray carburetters. The addition of a very simple device has already robbed the critics of the motor cycle of one of their most powerful arguments. Until lately they have been right in declaring that the average two-wheeler was a machine fit only for men of vigour and activity; now, however, they must admit that it can be mounted and ridden with practically no serious effort whatever. This, it need hardly be said, is a fact of the utmost value to the industry, for it means that the ranks of motor cyclists will be swelled in the immediate future by many who have until lately justly regarded the motor cycle as something entirely beyond their physical powers. In a few words, the foot-starter has made the motor cycle a practical vehicle for ladies and men of some years; at the same time it has proved an added comfort to those who were motor cyclists already. There were few firms of any note amongst the first flight who did not have at Olympia at least one model fitted with a kick-starting apparatus, and I question whether any general tendency was ever so welcome to all and sundry...No one who has ever used a toot-starter would willingly start by any other means. In getting a start up hill it is a paramount necessity, in traffic it is a perfect blessing, and at all times it is most eminently desirable. When it comes to sidecar work its value is even better demonstrated, for who can deny that even the strongest of us find the pushing of a heavily loaded sidecar combination a very big physical effort against even the smallest gradient;

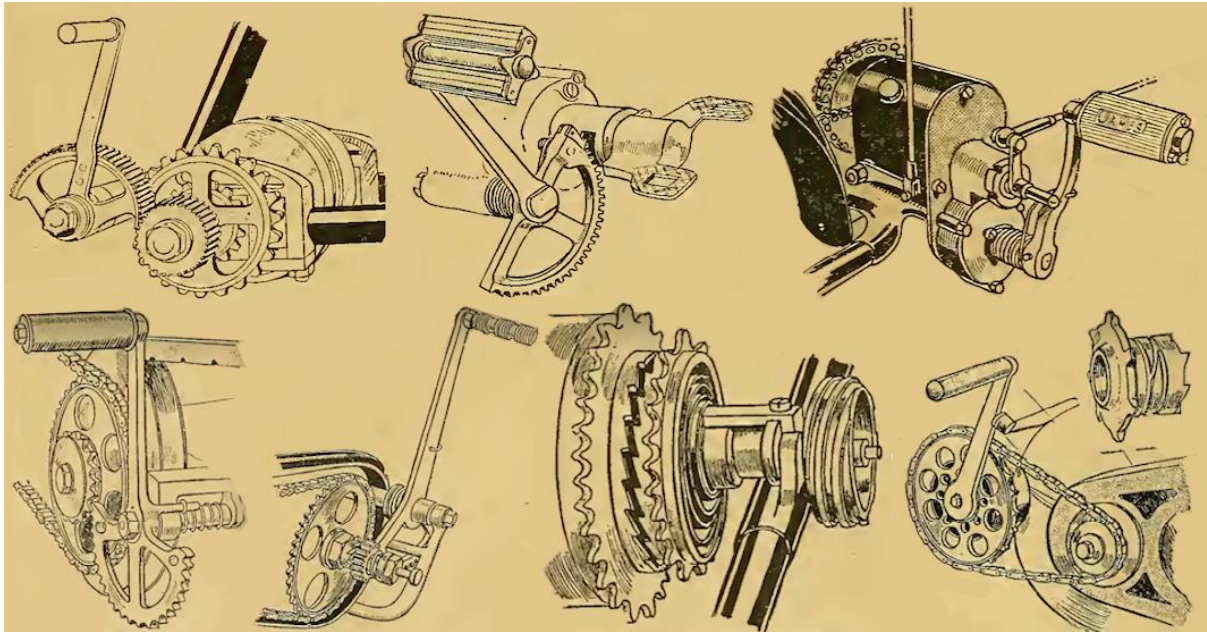
indeed, even in my own small circle of acquaintances there are three people who have either temporarily or permanently denounced the sidecar for this reason alone.”



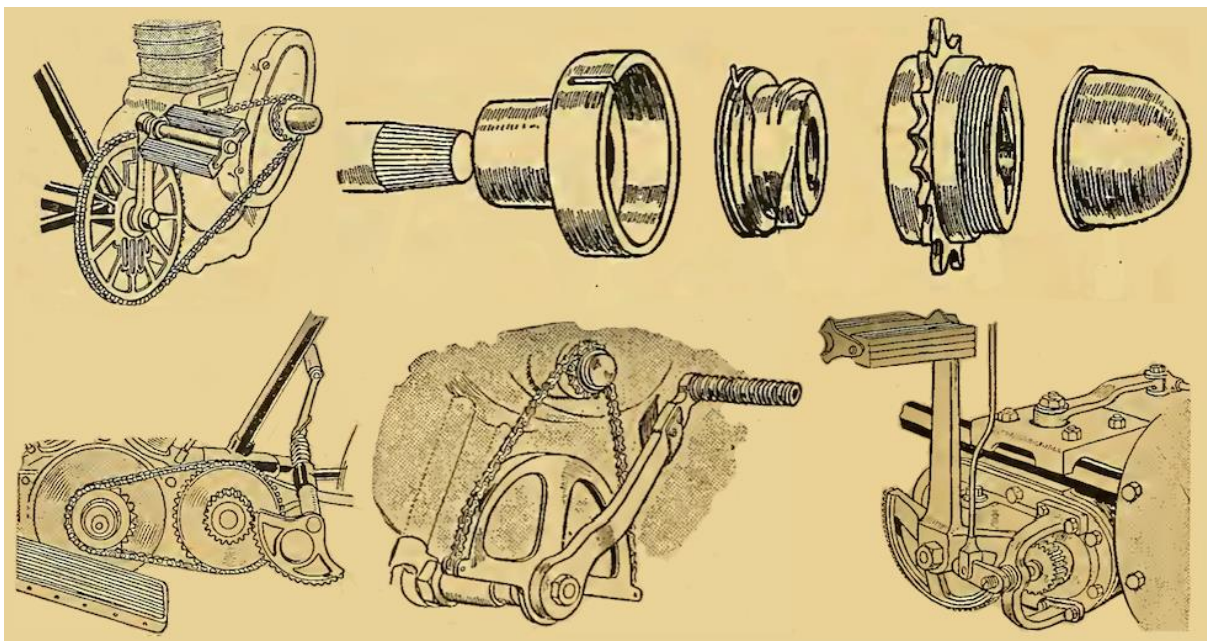
LMC "footboard starting device".



"Details of the Scott—the original kick-starter."

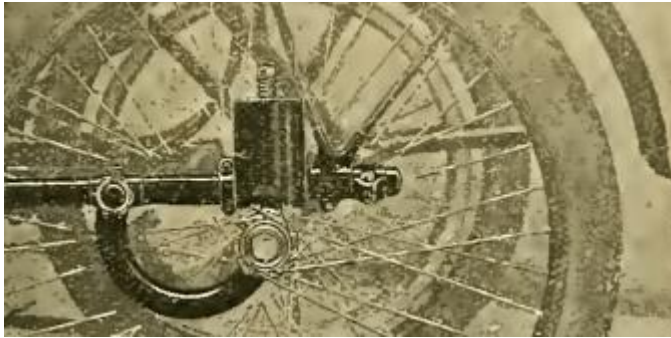


Top row: Clyno, Bowden, James. Bottom row: Calthorpe, Douglas, Scott (ratchet on clutch drum), Indian.



Top row: Rudge "pedal starting device" and components of Rudge starting assembly. Bottom row: AJS (the entire mechanism was enclosed), P&M, Bradbury.

"A WITNESS IN a recent collision case was asked by counsel what happened to the motor cycle? The reply was, "Oh, that cocksiddled over." The judge (Sir William Selfe): "That's a new word; how do you spell it?" The witness, who came from Christchurch, said he did not know, but it was a Hants expression. The judge then asked, amid laughter, if they cocksiddled at Christchurch, and was told that the word applied to the over-turning of boats. The next time a motor cyclist has a bad skid he should remember to smile and remark that he merely cocksiddled over."



As well as hanging the sidecar body on C-springs the Gloria sidecar pioneered sidecar wheel suspension, claiming “no road shocks are felt, and the rider of the motor does not feel the vibration usually inseparable from a Motor and Sidecar outfit.”

TRADITIONALIST READERS of the Blue ‘Un must have been shocked to learn that Messrs Rogers, Browne, and Richard, of Jewin Street, EC “have lately introduced leggings for lady motor cyclists”. They were fitted with the latest ‘Lightning’ fastenings. More conservative lady riders might have preferred the latest mackintosh costume made by Messrs Burrelli of Cardiff and modelled by Mrs AB Wade, also of Cardiff. She reported: “It is far superior to an ordinary mackintosh, and the unique fastening is the means of getting the costume off and on in a minute’s time.”



Mrs Wade was highly impressed by her mackintosh skirt.

A DEDICATED CYCLIST reluctantly went for a ride in a sidecar and lived to tell the tale. In fact it sounds like she had a mystical experience: “In the beginning the motion was unexpectedly smooth and luxurious. We went along at a moderate pace through the town : but even then there was a sense of power which was intoxicating. It was like the joy of gripping a high-mettled

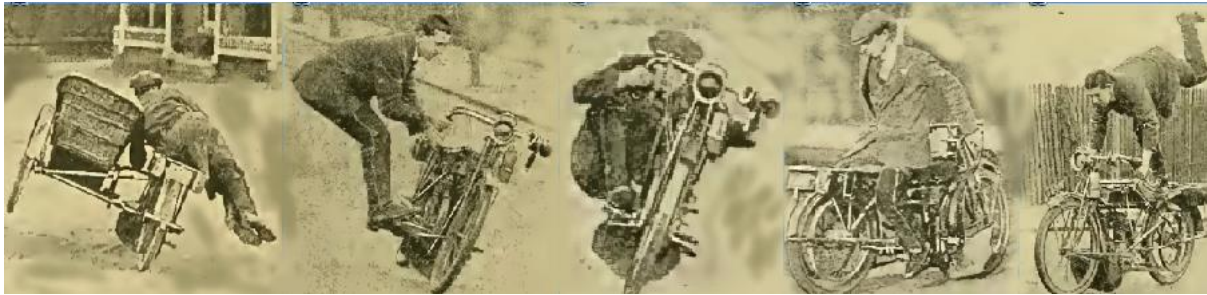
horse; but it was many horse-power. Then when the outskirts of the town were slipping behind, our speed increased. We began to shoot past the ordinary traffic—the lumbering drays and clanging street cars, and we outraced the cycles as a comet out-leaps the creeping stars. The sense of power became a thrill, a tingling joy; and I wanted to shout in the Sheer Pleasure of Motion. I felt a temptation to keep on guard—an entirely foolish impulse to be watchful and wary. Keenly watching each new turning for an out-rushing vehicle, gripping one side of the chair as if to leap alertly out or vaguely imagining that caution could stop the machine or brush aside the obstacle. The instinct was futile, but quite natural. Possibly it was due to a little timidity or a sense of helplessness. Then something happened. The machine suddenly doubled its speed and gulped down the road. The feeling of timidity vanished as a useless thing; I flung it off as a diver flings off his clothes; and we plunged into space. I lay back with feet pressed against the front of the chair in complete abandonment to pure joy. To say that we flew is a weak metaphor, and conveys no idea of the experience—we were hurled along like a projectile. The velocity seemed to double and double again. It grew, multiplied, accelerated. It became vertiginous yet exultant; it became an all-absorbing passion; a sense of power which made us god-like; it was like a divine thunderbolt, a soul racing like a star. We were being whirled into infinity, into eternity; and the wild joy filled me like a gale. Time and space became trivialities; I was superior to all such paltry things; I drank eternal life, till I was drunken as with old wine. The landscape flew by on either side; we sped up hills and swooped into valleys; we switchbacked over undulating country, yet we seemed not to touch the road. The telegraph poles ran by like Indians on the trail. The country-side galloped past with a thousand Gilpins in full chase. Bridges dashed towards us and leapt over us yelling like boys at leap-frog. The earth's own motion came into our ken, and we became part of the cosmic consciousness. Fear was impossible in that state of delirious emotion, and I began to understand that primeval revelry when the stars of heaven sang together. I also wanted to shout for joy...Then we stopped. Everything became mute and dead. People crawled about the streets, and traffic moved slumberously past. The thrill of life faded into a dead-and-alive existence, and my cycle has become a commonplace.”



“A long row of Bradbury riders in New Zealand. The photograph affords a striking instance of the popularity of British made motor cycles in our colonies.”



The MCC met up for their regular run to Brighton—85 riders dined at the Old Ship Inn.



Alfred Milner, having earned a crust as a music hall trick cyclist with the Olympian troupe, turned his attention to motor cycling to become a pioneer stunt rider. He claimed to have owned 33 motor cycles before settling on his three-speed 3½hp James. Milner admitted to one near miss: while attempting a headstand on his moving bike he slipped and caught his shoulder on the saddle just as a runaway horse appeared but got away with it. He should have kept Dobbin in the act.



Members of the Wigan Motor Club who took part in the 100 Miles Reliability Run to Buxton and back last Saturday. The competitors are shown lined up at the Buxton control ready for the return journey.

AUDIBLE MEANS of approach dept: a French designer came up with an alternative to horns, bells and whistles—a handlebar mounted revolving ‘motor gong’ driven by a propellor. Clearly an accessory which deserved greater success.

IN MARCH Bosch’s millionth magneto was delivered to its London HQ.

“FINSBURY PARK CC—The Easter tour in Normandy. The start will be from headquarters at 5am, the boat leaves Newhaven at 11:30am. Friday evening will be spent in Dieppe, the two following days in trips to places of interest and the return will be on Easter Monday.” Hardly newsworthy, but think on: a group of clubmen could arrange to meet in North London and be confident of catching a south coast ferry followed by a spot of foreign touring—and clearly treated their expedition as totally routine. In a single decade the motor cycle had clearly come of age.

THE MC LYONS held a “touring reliability trial”. It included a class for variably geared machines, which were required to stop and restart on two steep hills using their clutches. Riders had to weigh at least 11st 11lb. Marques represented in this class were Motosacoche, Terrot, Riviere, and Clement. The top three finishers were 1,Guiguet (Motosacoche); 2,Gream Fenton (Clement); 3,Golaz (Clement). The other classes were 250cc, won by Perrin (Peugeot); 333cc, Stoffel (Alcyon); 417cc, Ludovic (Alcyon); 500cc, Exofficer (Magnat-Debon); 750cc, Pouy (Moser).

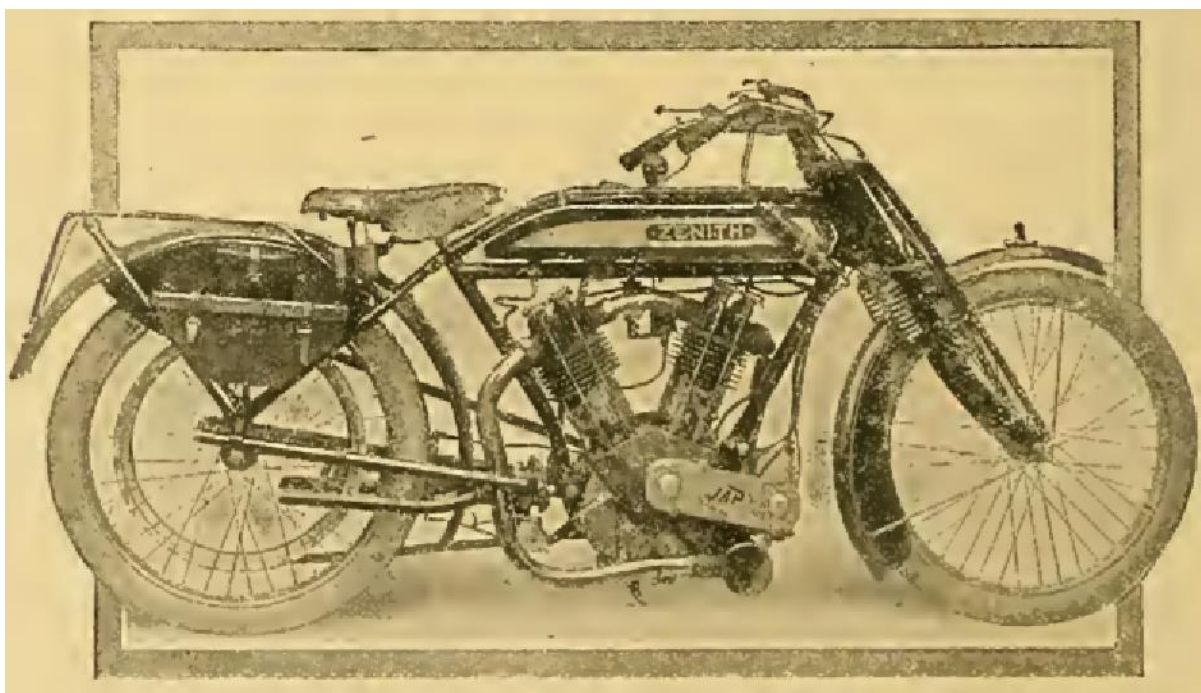


Mrs Olive Kent earns a footnote in history as one of very few women to have designed a motor cycle. Her Motofrip three-wheeled scooter used a 1¼hp Moto-Reve engine and was launched on the Moto-Reve stand at the 1911 Olympia show. It survived into 1912 but then faded away. Ladies who dreaded showing an ankle while mounting had their blushes spared as there was no seat, just a platform between the rear wheels to stand on. It's a pity the Motofrip didn't survive as it looks like lots of fun. It certainly inspired *The Motor Cycle's* artist...

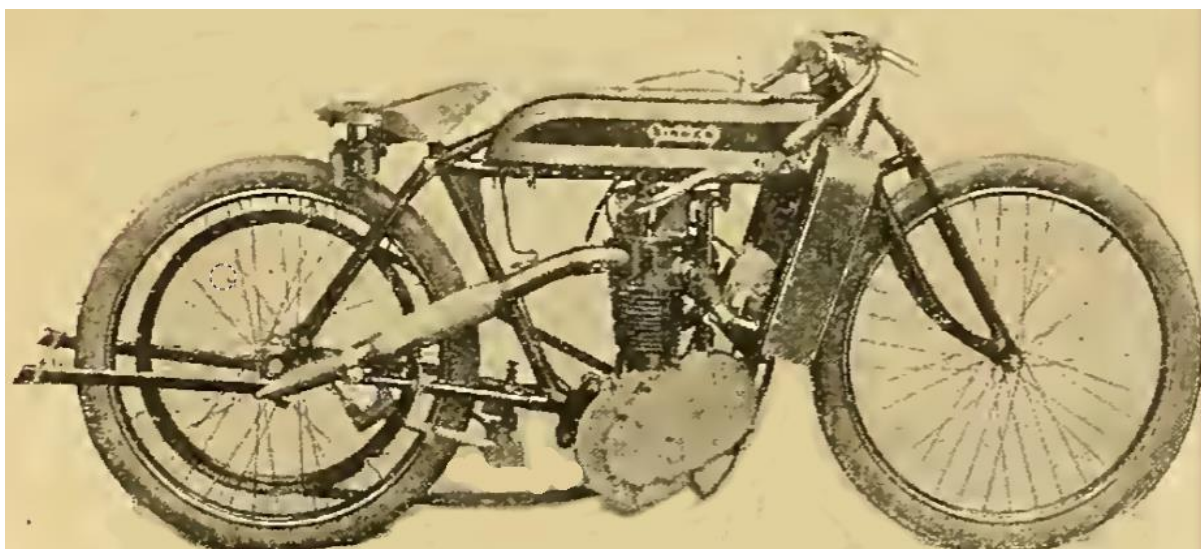


“A SPORTSMAN. Alan E Woodman, the one-legged motor cyclist, has provisionally entered his 2¾hp twin Humber for the Junior TT.”

RUDGE ACE VERNON Taylor went to Spain for a road race from Bibao to San Sebastian. There were two other Rudges in a field of 30 including some from Paris. The course, Vernon reported, was “very dangerous with frightfully right-angled corners”; the climb up the Pyrenees was beset by rain and fog. The Spanish spectators were a tad partisan—two chunks of rock were thrown at Vernon; one hit his front wheel, the other smacked him in the eye. A Spaniard named Espinosa won the event, but he did it on a Rudge Multi.



Freddy Barnes of Zenith Gradua fame had an enviable record in hillclimbs, not least due to the Gradua variable-gear transmission. To put a powerful cherry on the cake he traded up from a 3½hp single to the latest ohv 8hp JAP big twin—the engine that held the world speed record.



Louis Coatale of Singer designed a 499cc ohv racing engine with a water-cooled, four-valve head—two radiators were fitted on the lower top tube. At first glance it seems to have a saddle tank way ahead of its time; in fact its a conventional flat tank but extended up on the right for greater capacity. Following trials at Brooklands Singer reckoned its new racer would do 90mph.

“AS AN OUTCOME OF a friendly argument between Mr FS Whitworth, of the Colmore Depot, and Mr GH Mansell, of Singer and Co Ltd, as to the superiority of GE Stanley and SL Bailey as a motor cycle tuner and rider, a sporting match has been arranged with stakes of £100 a side. Both GE Stanley and SL Bailey are holders of world’s records. The former will ride a Singer, and the one time Australian champion a 2¾hp Douglas, The simple conditions are as follows: Cylinder capacity limit 350cc. The events, which will be three in number, consist of a hill-climb, a five-lap and a ten-lap race on Brooklands. The hon secretaries of the Sutton Coldfield AC the Coventry and Warwickshire MC, Oxford MCC, and Mersey MC have been invited to form a

committee with the editor of this journal and another.” Bailey subsequently wrote to the Blue ‘Un suggesting the match be staged at a forthcoming BMCRC meeting; Singer refused to let Stanley ride in the head-to-head until he had taken the hour record. Bailey asked: “Why should I await, their convenience, especially as I have other work in hand far more important than a match with Mr Stanley? When this is completed. I assure your readers I shall not be afraid of the new four (or even 14) valve engine.” He claimed that the special Douglas he was preparing, with light tyres and wheels (not to mention ABC steel cylinders and fittings) would do 70mph. In the event Bailey set 150-mile and three-hour records on his way to winning the Brooklands Junior TT, and set a kilometre record at 72mph, as well 200 and 250 miles and four, five and six-hour records. He then went home to Australia with the match unrun.



“Two well known riders who are to compete for a stake of £100: SL Bailey (2¾hp Douglas) and GE Stanley (2½hp Singer).”

THE FACT THAT J King, who recently won the Nottingham & DMCC reliability trial of 100 miles, has only one arm shows that the riding and management of a motor cycle is neither a difficult nor dangerous occupation when due care is exercised.



“WE

Grange, a well-known Harrogate motor cyclist, was married on Easter Saturday, riding to church on his Bradbury and afterwards taking his wife home on the pillion seat. Witnesses of the happy event journeyed to church on a motor cycle and sidecar. Later in the morning Grange took his wife to the Leathley Bank Hill Climb, and made fastest time in Class 3.”

DESPITE THE disbanding of the Northern League, which had taken over the organisation of the annual Richmond rally, northern riders poured into the town square on Good Friday. However one enthusiast commented: “The catering arrangements this year were very bad, and it was exceedingly difficult to get a meal anywhere.” Middlesbro’ had the biggest turnout with Darlington a close second. There were also contingents of clubmen from Leeds, Pontefract, Newcastle, Hull, and Bradford.



Northern riders had rallied to Richmond before the formation of the Northern League; its demise did not deter them.



The market place was crowded with bikes when the Northern clans met in Richmond.

IT WAS A DARK and stormy night...nearly but not quite. The contemporary report of the MCC's London-Land's End-London Trial actually started: "It was a dark but mild morning when the first man was punctually started from Staines on the 550 miles journey to the End and back. The competitors were got away punctually, and there appeared to be no hitch in the arrangements...From Chard to Exeter the roads were very dusty, and great trouble was caused by the number of sheep and cattle which were being driven along the road. After the lunch stop at Exeter, brilliant sunshine



Harold 'Oily' Karlake rides his 3½hp Rover through Salisbury en route for Land's End.

accompanied us through the beautiful district to Ashburton. We had purposely got ahead of the competitors so that we might see the fun on Holne Chase Corner, and we were in no way disappointed. Nearly all who did not know the corner overshot it and had to try again, and having got up they came down again to watch their friends' attempts." Among those making clean ascents were George Brough on a 6hp Brough, End-to-End rightweight record breaker Eli Clarke on his Douglas and Oily Karlake in a 3½hp Rover, having put the mighty Dreadnought into retirement. "Holne Chase was only the beginning of a series of precipitous grades, which were made even worse by half a gale of wind against the competitors. Dartmoor was enveloped in a mist, and this never really left us till St Austell, where it turned to a sea fog...Close to Truro some consternation and much amusement was caused by a crowd of competitors being held up by a bull. Though several riders were charged, everyone escaped serious damage except Frank Smith, whose sidecar was somewhat badly damaged; he, however, completed the course...GE Purchase (Triumph) and AC Robins (3½hp Humber) both retired at Two Bridges with belt rim trouble. F Begeley (2¾hp Hazelwood) ran into some water between Penzance and Land's End and came in soaked. Fifty-six riders finished the outward journey within schedule time, and started on the return trip on Monday morning. The easier route, across Dartmoor, via Moreton Hampstead, was followed on the return, and, though this road includes some good climbs, very little difficulty was experienced by most competitors. Punctures were again the order of the day, but were not so common as on Saturday." After Basingstoke a lot of motor



Pictured at the Chard Hill checkpoint: HRD Simpson (Ariel), HC Mills (premier) EB Ware (Chater-Lea outfit) and NO Soresby (Rudge).

traffic was encountered and the dust was bad. The finish took place just after dark at the eleventh milestone from London, on the Hounslow Road, and forty-six competitors came in to time, thus qualifying for gold medals. FS Procter got mixed up with a cow and a large stone in Devonshire and bent his front forks. AT Tamplin (6hp Matchless sc) is reported to have charged a wall on Dartmoor but without serious damage to himself. R Lord suffered from a broken sidecar frame, but patched it up and got home to time. Deacock (NLG) also had trouble with his sidecar and did not return. A regrettable accident occurred near the finish, when V Olsson (6hp Trump-JAP) collided with a large car. Willing hands went to his aid, but the doctor pronounced a compound fracture below the knee, and he was wheeled to the hospital in an ambulance. Our hearty thanks are due to Mr Bidlake, who gave us a seat in the official six-cylinder Standard for the return journey as, owing to an argument with a dog, our motor cycle was hors de combat." Oily Karlake won the Jarrott Cup for the lowest 'error from schedule' of just 52sec. The lightweight winner was PW Moffat (2¾hp Douglas, 1min 2sec); the sidecar prize went to Frank Smith (Clyno, 2min 27sec); 26 riders won gold medals; 15 won silver. And, let it be noted, "The Penzance check on the outward trip was not taken into account, owing to the bull incident."



“An unofficial check near Shaftesbury.”

THE 19 RIDERS on Birmingham MCC's run to Perth and back were all stopped in Whitchurch by the police who decided to examine their number plates, but that turned out to be the least of their problems... “After leaving Carlisle a terrible head wind sprang up, and over the moors near Abington most of the competitors were driving on low gear with the throttle wide open, and by lying along the top tube they just managed to keep going...Soon after leaving Perth [at 3am] it commenced to rain, and later on, when getting near Stirling, a gale sprang up and the machines could hardly move...“A peculiarity of the wind was that it came in gusts and quite upset the carburation, increasing the difficulty of driving tenfold...when a gale of almost record severity is encountered for almost the whole distance dead in the riders' faces, the trial becomes really severe...From Carlisle the gale was too severe to be described; most of the competitors had many narrow escapes from being blown over. Crossing the bridge over Liddle Water, just after leaving Gretna Green, it was necessary to lean over at a considerable angle to maintain a balance against the wind...Rowlandson had a seized small end on his connecting rod. Busby got lost near Stirling, as did Steeley and Egginton, who found themselves in Edinburgh. Peck had magneto trouble, and undertook a six mile walk into Carlisle. Seymour Smith was last seen in Lanark in trouble. HD Jones got lost, and came back via Edinburgh, but completed the journey by road to Birmingham, arriving about three-quarters of an hour late. Taylor and his machine were lifted bodily by the wind on Shap, and coming down to earth with a crash, the machine was damaged and had to be trained home. Blackwell had belt, magneto, and tyre trouble, his tyre being nearly cut in two at Warrington by a fallen slate. Yates was last seen at Kendal behind time. Mansell, whose Singer-Turner sidecar attracted much attention, ran out of petrol somewhere near Lanark...Pollock and Pearson unfortunately had a smash when about 400 yards from the finish. It appears that Pearson's lamp was out and he ran into the back of Pollock's James; both riders came off, and Pearson sustained a cut head and broken collar bone. It is surmised that Pearson fell asleep on his machine. Gold medals have been awarded to

Messrs Ball (Triumph), Brook (Precision), Duke (Zenith), Newey (Ariel), Pollock (James), and Sangster (Ariel) for completing the double journey.”



“R Vernon C Brook, hon sec of the Birminnham Motor Cycle Club, with his neat-looking 3½hp, water-coolod Precision-engined two-speed machine. On this mount Mr Brook gained a gold medal in the ever to be remembered Birmingham to Perth and back reliabiity trial. The performanances of his Precision have entirely won Mr Brook over to water cooling.”

BSA SUPPLIED 3½hp motor cycle engines to Daimler, which fitted them as starter motors to the six-cylinder, 16-litre 120hp Daimler Agricultural Tractors used in Canada to hail 25-disc ploughs.

“THE HENDEE Manufacturing Co, 178, Great Portland Street, W, have had some special notices printed on cards which will be sent to any bona fide motor cycle agent on receipt of 3d to cover the cost of production and postage. The notice reads:

‘Do not run your machine on the stand longer than 30sec at one time. Never run it at full speed on the stand at any time. No air-cooled motor ever built will stand such treatment. It burns out rings and injures bearings. More motors have been ruined on the stand than on the road.’ The advice is excellent, and one of the cards should be prominently placed in every garage. The card bears no name or advertising matter in connection with the Hendee Co or the Indian machines, so that the distribution of the cards can be said to be a disinterested action”

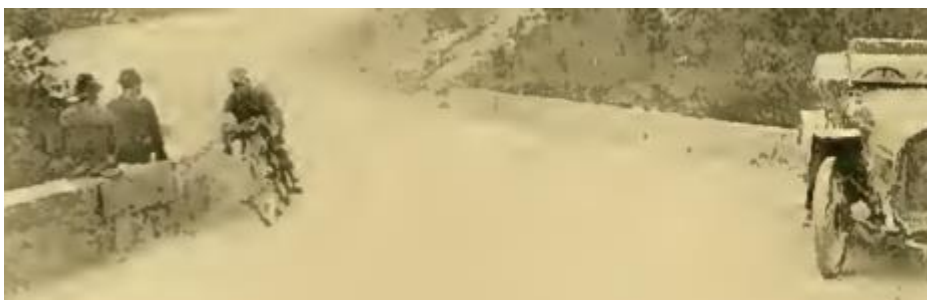


More than 40 members of the Taunton & DMCC turned up for a run to Burnham “and a most enjoyable afternoon was spent”.



Keeping the Taunton lads in order was a formidable looking committee (from left): WJ Spiller (3½hp Triumph), GF Arnold (Motosacoche), Sub-captain WJ Goodman (2¾hp Douglas), Club Captain TG Crump (3½hp Ariel trike), Hon Sec WG Potter (3½hp P&M); AJ Iles (2¾hp Enfield), Hon Treasurer WH Lock (3½hp Rex).

BERLIÉ WON THE Moto Club de Marseilles' 122-mile road race from MaRseilles to Nice on a 498cc Moto-Rêve at an average 39mph, ahead of De Carforth (NSU single), Cavalier (Magnat-Debon single) and Closs (NSU single). The 40 entrants rode through “the smiling Provence country to Trets and Brignoles, touching the shores of the Mediterranean again at Frejus. From this point they had to climb into the Esterel, comprising twenty miles of magnificent mountain country with only one house on the entire route...Practically half the distance through the Esterel was up beautifully surfaced roads cut out of the face of the mountain, and the other half was a dangerous winding descent. From Cannes to Nice the road ran close to the sea shore, and was perfectly level. Owing to the dangerous nature of the road, however, by reason of the presence of tramways and vehicular traffic, the competitors were given one hour in which to cover the twenty miles. The finish took place on the famous Promenade des Anglais at Nice.”



Berlie rounding an S bends of the Esterel on his Moto-Rêve.

Berlie rounding an S

SOME GOOD advice from Ixion: “At this period a number of novices are busy wrestling with their first machines, and a few hints may prove useful in acquiring that centaur-like understanding of the jigger which is essential to enjoyable riding. The first necessity is to acquire the art of mounting, and I recommend taking the machine to a dip in a lonely road, and after removing the belt, to practise mounting and dismounting and braking, until perfect Confidence is attained—a process that need only occupy half an hour. In practising mounting with the engine firing, one hand should be kept on the valve lifter lever, and the other on the throttle lever. The engine can then be instantaneously stopped by a twitch of either forefinger, and mounting is as easy as with a push bicycle. Starting troubles are avoided by warming the engine up on the stand; a novice should never essay starting the engine unless it has first been warmed up for a few seconds, or at least freed by injections of petrol or paraffin...Before the first traffic run, do not be ashamed to spend ten minutes with the machine on the stand, practising with the foot brake until the requisite toe movements become automatic. Theoretical knowledge scoots out of the brain at the first genuine emergency, and the muscular movements essential to rear braking should be made automatic, instinctive, and subconscious as soon as possible...”



By special permission of the Lord Mayor the Cardiff MC assembled outside the City Hall for a run to the Forest of Dean...



...while out in the colonies the Portland MC gathered on South-West 4th Avenue in their home town.

IXION ALSO offered some wonderfully written words of wisdom on running expenses: “...Unbusiness-like persons of a self-indulgent temperament buy a machine, and, though they keep no accounts, they discover at the end of the year that quite a number of tradesmen’s accounts remain unsettled...they pull a wry face and remark to themselves and remark to their acquaintances: “Hang it all I hadn’t an idea motor cycling made such a hole in your purse...Before the now harassed Wiggins got his motor bicycle he was leading a fairly simple life. He spent a shilling or two weekly on theatre tickets, tobacco, billiards, and the like, without feeling the strain.’ After he got his bicycle he remained a victim to these amiable weaknesses,

because the motor bicycle did not occupy all his spare time by any means.

Moral No1: Many a man can afford to motor cycle as his sole hobby, though not everybody can be a regular theatre-goer, local billiard champion, *cavalier des dames* etc, etc. Wiggins's annual holiday in his pre-motor cycle era probably consisted of a week or a fortnight at Scarborough or Yarmouth with two or three of the boys or one of the girls. He puts up in a cheap boarding house, and lavished half-crowns tolerably freely at various evening resorts. He now 'tours' the country, and spends each night of his fourteen days' holiday at a different hotel, often the best hotel in towns he visits, partly because these are usually motoring houses...The result is that two nights at hotels, coupled with two lunches at other hotels *en route*, various dust-layers in the form of roadside tipple, and two teas at a confectioner's, cost him more than a whole week's bill at the Yarmouth boarding house in ancient days. Moreover, he still paints the town red each evening of his holiday—he trots round to give the girls a treat, and ends up in the local theatre or billiard saloon... If he rides 200 or 300 miles a day as well, uses up one cover, one belt, one valve, two plugs, a belt-fastener, has to pay a police fine, loses a generator and toolbag, purchases fresh wearing apparel because he forgot to pack sufficient collars and socks on his carrier, it is evident that the total bill for his annual outing may be double, treble, and quadruple what it once was, though perhaps not a quarter of the increase has been spent on the machine and its needs.

Moral No2: Many a man can afford a motor cycle who cannot afford a fortnight's tour with meals and residence at swagger hostelryes; and many a rider can afford a fortnight's tour, provided he be content with a stroll and a pipe after arrival at his destination for the night...The careless type of petrol financier is usually rather a lazy bird. He knows how to mend a tyre; but it is a dull job, and when he has done it once, he prefers to employ the nearest cycle shop as his deputy, while he strolls up the street to invest in some fags or picture postcards. He knows how to grind a valve, doncherknow, but when he's been sitting on the beastly jigger all day a feller gets rather sick of it, and—why, here's a garage still open! Any fool can scrape the dirt off a machine, but one only carries a single suit on tour, and it would be a pity to spoil it; so he tells the ostler to polish it up a bit before morning. In the morning, honest Joe of the stable puts on a coaxing expression, and says 'There ain't just a few nicks abaht these 'ere blessed motor sisickles: took me two mortal howers, s'welp me, to get it like a newpin!' Wiggins looks a thought rueful, but realises that he must rise to the occasion, and bang goes another half-crown. Again, at one of the places where Wiggins stops to take in petrol there is a tempting display of the latest accessories. Wiggins feels a trifle ashamed of his perfumed oilies as he surveys the neatly-cut fawn gaiters with shaiped calves ('14s 6d, sir thank you!'), and as he eyes the tool tray enviously, the astute salesman unloads a patent ratchet spanner, and a positively inspired belt-drill and cutter (which before evening has worn a huge hole in the unfortunate Wiggins's pocket, and also banged all the cuticle off his slender hip). Such is the progress of the amiable and thoughtless Wiggins along the primrose path of the unpractical motor cyclist.

Moral No3: If you wish to motor cycle with economy, do all your own repairs and adjustments, and remember that clothes and accessories are not of such vital importance as to keep your jigger going. So my advice to the would-be motor cyclist who desires to exhaust the thrilling joys of our fine hobby on ¾d a day, and still to save enough to furnish a bijou villa for Belinda before the 1913 TT, is fairly simple. He must first decide whether motor cycling is to be a substitute for three or four modest hobbies, which at present provide him with recreation...He must next consider whether he can afford to expend more than £5 a week on his annual holiday; if he cannot, he must surrender the idea of a round-the-coast tour, or else scheme the route out very shrewdly, and cadge beds from wealthy aunts. He must make an invariable rule of eschewing garages except on those sad occasions when the best made piston shivers into shapeless

fragments. Professional puncture repairs are the mark of the gilded youth or the early bankrupt...He must finally remember that it is more imposing to ride up Birdlip in oilies with a prehistoric gas lamp, a small tool bag containing two rusty cycle wrenches, and a phthisical hooter, than to push up Sutton with a machine which bristles with nickel-plated accessories, and boasts a picturesque knot of expensive overalls tied round the handle-bars. In fact, the wisdom of the sages records that the expenses into which a motor bicycle forces us total an annual sum at which the tip-expecting gamekeeper on a Scotch grouse moor would wrinkle his freckled nose heavenward, but that the outlay into which a motor bicycle can tempt a thoughtless youth with a 1 in 17 forehead, would equip a Dreadnought."

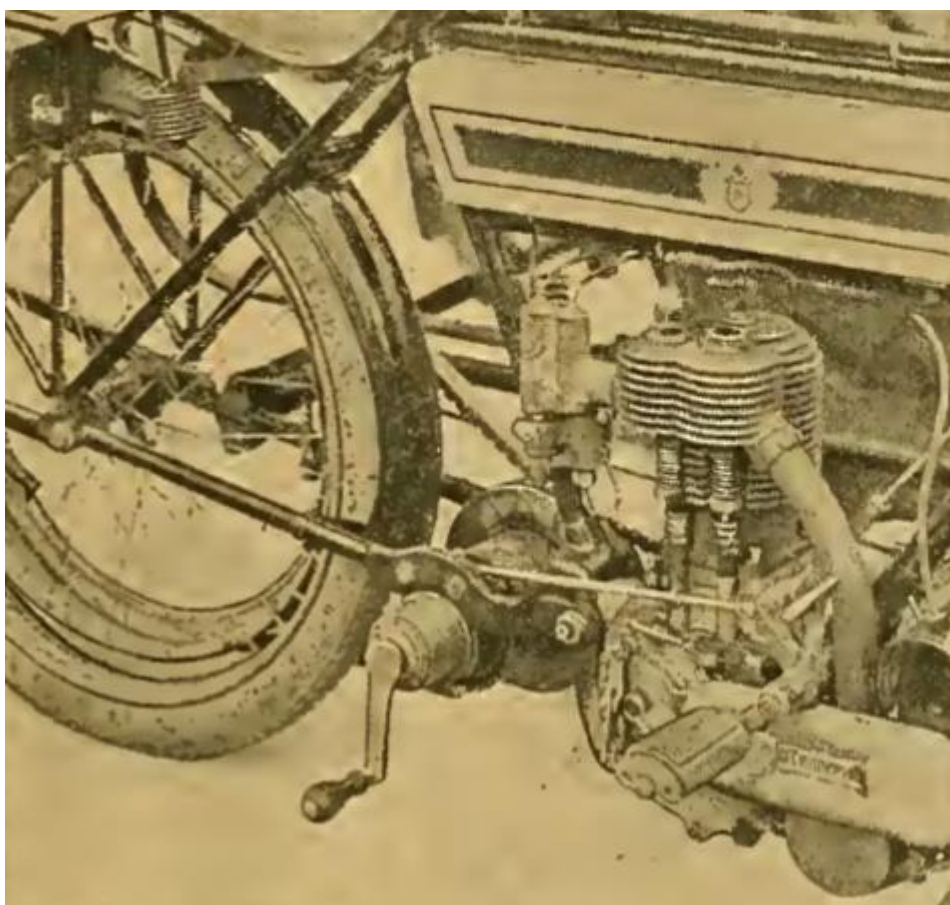


James Hodgson won the Transvaal championship on his 3½hp Bradbury, doing 3 miles in 3min 39.4sec.

THE COVENTRY and Warwickshire MC hosted a reliability trial for sidecar outfits. The six-mile course included test hills and "narrow and tortuous lanes", competitors had to complete five laps without stopping. Along the trickiest part of the course riders were guided by volunteers from the Rudge Cyclists' Corps. Triumph Company tester HT Lloyd was out with a brand new design of two-speed epicyclic counter-shaft gear which worked perfectly until he was delayed by a sooted plug. S Wright (3½hp two-speed Humber) led the Class 1 (up to 500cc) class; Geoffrey Smith (6hp two-speed Enfield) and Billy Wells (7hp two-speed Indian) tied for Class 2 (over 500cc) honours.



Billy Wells on the 7hp Indian leads the pack at the start of the Coventry and Warwickshire MC's first sidecar trial.



The compact two-speed Triumph gearbox debuted on the Coventry sidecar run. Note the starting handle.



Geoffrey Smith (6hp Enfield) churning up the dust during one of his six climbs of Edge Hill during the Coventry sidecar trial. He tied for first place with Billy Wells (7hp Indian).



In South Africa the Cape Peninsula MCC hosted a hillclimb for sidecars outfits. Sidney Jones (left) won on his 3½hp Triumph; runner up was G Turner of his 6hp Enfield.

“IT IS ADVISABLE, nay essential, for sidecarists to carry lamps placed in such a position that they show the full width of the vehicle. Recognising this, H Miller and Co, Miller Street, Birmingham, have introduced a reasonably priced acetylene lamp complete with a bracket specially designed for attachment to a sidecar. The lamp shows a white light in front and a red rear light, and is hung on springs.”

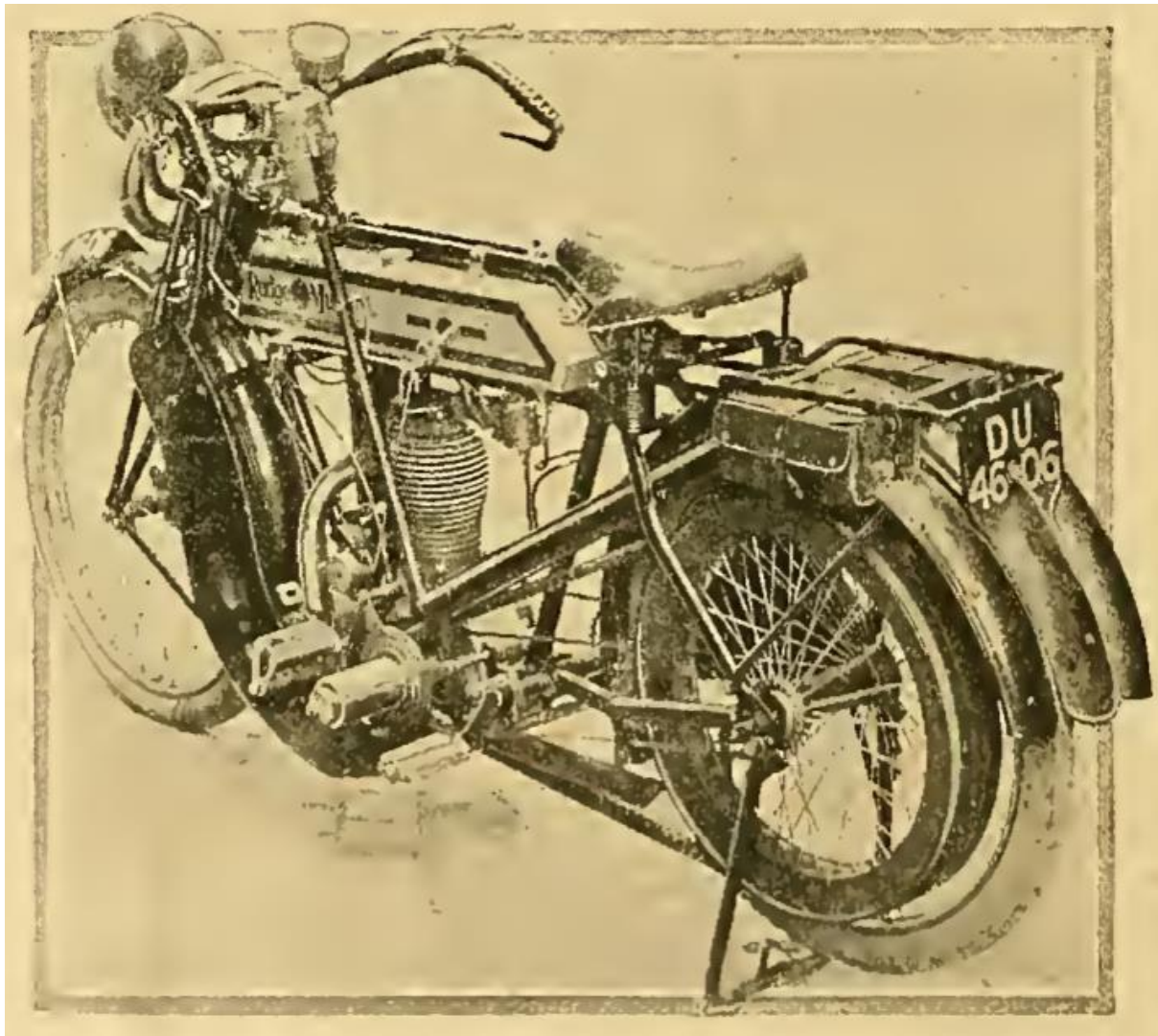


The Brookdale Club (Motor Section), pictured outside its Brookdale Hall, Catford HQ before leaving on a run to Brighton.

THE ZENITH GRADUA had established the advantages of a variable gear so when Rudge came up the Multi, *The Motor Cycle* was keen to have a go: “Starting the engine by the pedals and disengaging the clutch, one pushes the machine off the stand with the toes, and with the gear lever anywhere behind the central position of the quadrant, the clutch is engaged, and away the

machine will go, picking up speed with astonishing celerity, thanks to the comparatively low gear ratio. The next operation is to suit the gear to the rider's desire, and there is a range of no less than twenty ratios all within the rider's reach. Think of it, ye speed lovers! a racing gear of $3\frac{1}{2}$ to 1 for favourable stretches, and a 9 to 1 ratio for hills, and all this possible without a dismount and with very little added complication; in fact, nothing worse than a few pounds extra weight. But what of the belt, asks the wary individual who has perhaps heard of rapid belt wear on variable pulley gears. We ourselves took particular notice of this question, and on our initial run from Coventry to Harrogate shortened the belt once en route, and again at Harrogate, but that was the last time, for the run home was accomplished non-stop, and several other shorter runs, making a total of about 260 miles without need for shortening the Dunlop belt, and we observed with satisfaction that the fastener ends of the belt were practically undamaged. "Now this is an undoubted step forward. What motor cyclist has not dreamed of a machine which will do twenty miles per hour on the level with the engine slowly ticking round, that is safe to crawl through traffic, and up single figure gradients on narrow twisty by-lanes, and yet have the capacity for tearing up hills on occasion when the conditions are favourable? Such a machine is among us; it is the Rudge Multi, and the man in the street is acquainted with the fact as the machine flashes past him, no! not solely on account of its healthy bark so much as the lettering on the tank. In connection with the noise of the exhaust we made rather an interesting experiment, to us at any rate. It is well-known that the Rudge has a liberal-sized cut-out, but as it also is of the variable pattern, it is possible to get any degree of noise from fairly silent to very noisy. Finding that the engine kept as cool as ever with the cut-out only half-open, we left it in that position, and no one could say that the machine was unduly noisy. Rudge owners read, mark, and inwardly digest. Those readers who have experienced the delights of bowling along a favourable stretch of road on a high gear will appreciate the Rudge multiple speed gear; those who are used to touring day in and day out with a fixed gear of about 5 to 1 have pleasures in store. The sensation of hurtling through the air on a gear of $3\frac{1}{2}$ to 1, the engine calmly turning over, is a real delight, and there is no lurking suspicion that 'I believe I shall have to get off and lower the gear for —.' A tug at the conveniently placed lever and the rider may drop to any of the nineteen ratios available; he does, in fact, suit the gear to the gradient. Some gears of the type under review are not efficient on the lower ratios, but as we have climbed Leathley Bank, Edge Hill, and Sunrising on the Rudge Multi with plenty in hand, such a suggestion in regard to this machine may be discounted.

"Reverting to the question of belt wear, the reason the Rudge is not hard on belts is no secret at all. The operating lever expands the engine pulley by means of cams, and by the same movement contracts the rear pulley in unison. Thus the pulleys are always in line, and the belt is always at the same tension or approximately so. The rear wheel is built up with a special hub over which slides a sleeve. The fixed portion of the belt rim is attached to the wheel spokes, but the loose flange is spoked to the sleeve. Five studs in the sleeve pass through slots in the wheel hub and into a bush, so that the drive on the loose flange is partly taken by the spokes of the wheel hub and partly by the studs. The bush is connected to a rod passing up the centre of the hollow axle, the control of the rod being governed by the movement of the cam disc of the engine pulley, so that a forward movement of the hand lever moves both the inner flange of the engine pulley and the outer flange of the rear pulley outwards. For 'go-anywhere' work and occasional use with a sidecar the Rudge is eminently suitable."



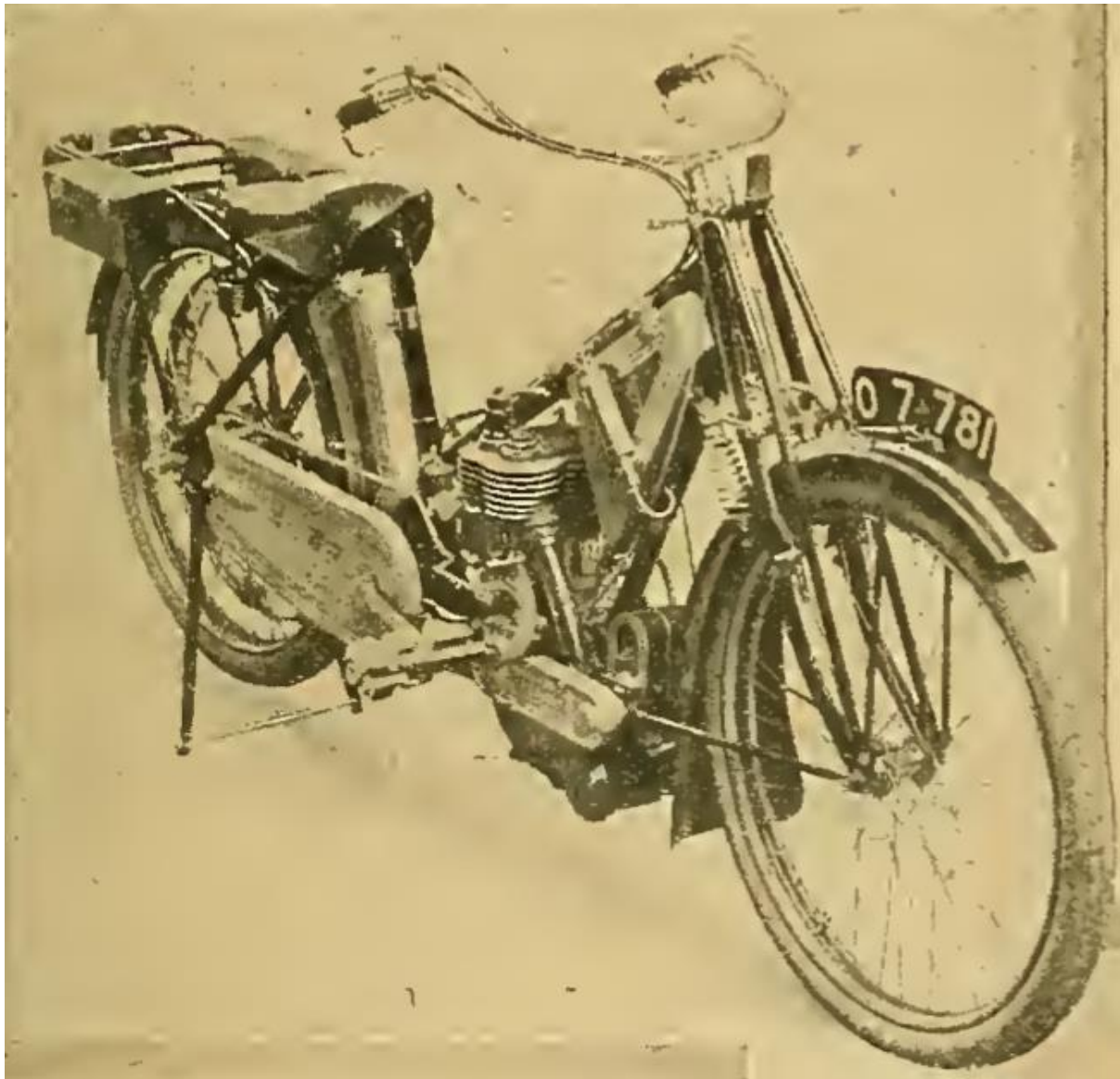
The Rudge Multi on test was in daily use by works manager Victor Holroyd and came with comprehensive equipment including an beefed up rear mudguard.



Rudge's fame had spread far and wide: Ernesto Vailati rode a TT model to victory in the 500cc class of the Italian championship.

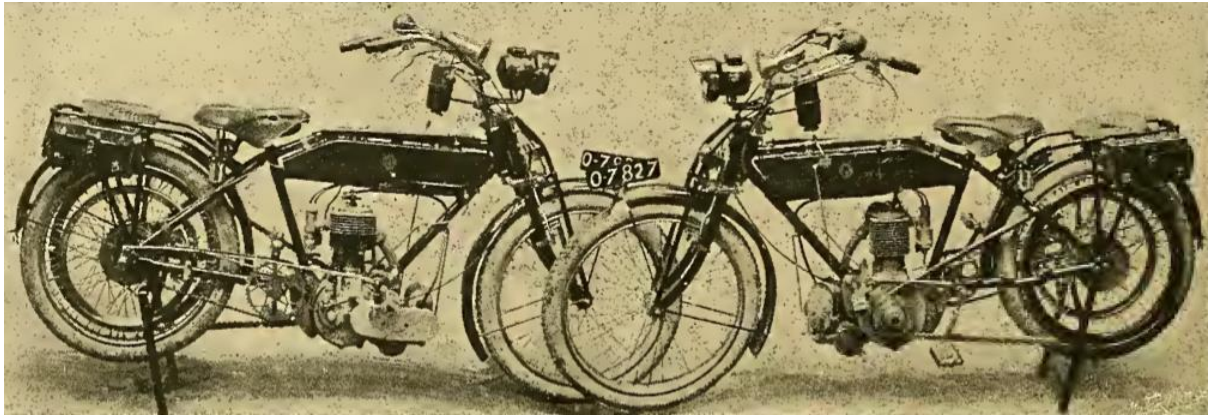
BIKES WERE EVOLVING fast but, as this Ixion story indicates, attitudes weren't: "Mr Dickson, of Aberdeen, informs me that he intends to compete in the Scottish Trials, and that his wife will occupy the sidecar of his 8hp Dot-JAP; so that any unmarried lady riders desirous of observing the proprieties may now rest assured that Mrs Grundy will be satisfied ['Mrs Grundy' was a priggish character in an 18th century play; the name had become synonymous with exaggerated 'respectability']".

"It seems to me that it is the club's bounden duty to furnish a spare chaperone, and carry her on the official car. The responsibility at present laid upon Mrs Dickson's shoulders is too great. What will happen if the 8hp Dot-JAP should happen to drop out? Even if the club awards gold medals to all ladies claiming full marks up to the moment of a chaperone's disappearance, the fair competitors will suffer the disappointment of being unable to complete the course. I commend this burning problem to the attention of the MCPA, which, I presume, imitates other 'progressive suffragette bodies' in being suffragist, if not suffragette."

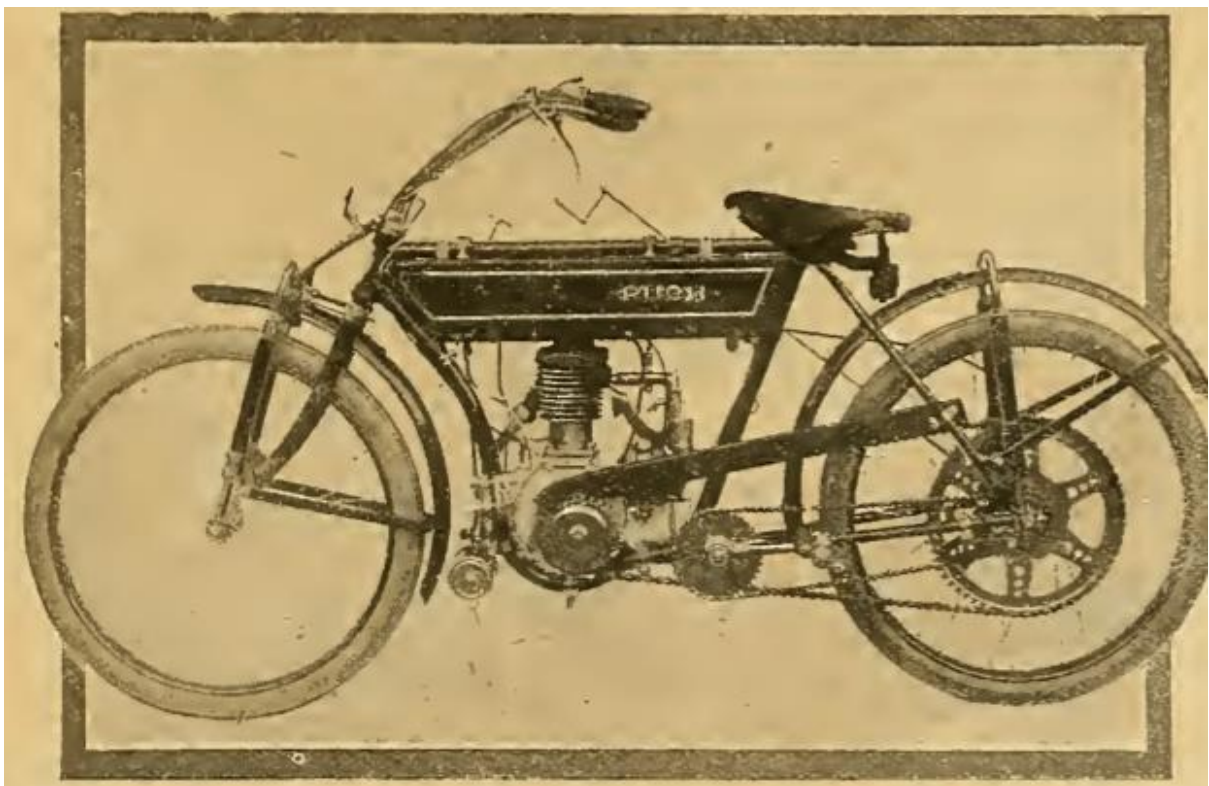


As well as being open-framed and 'simple to operate', ladies models were generally lightweight and low-powered. The ladies model produced by WE Brough might well have been easy to handle, but it had a sturdy 499cc engine of its own manufacture with a duplex top tube "giving ample strength even for sidecar work". And women riders were assured: "Those who prefer a powerful mount will find their wishes catered for in the Brough."

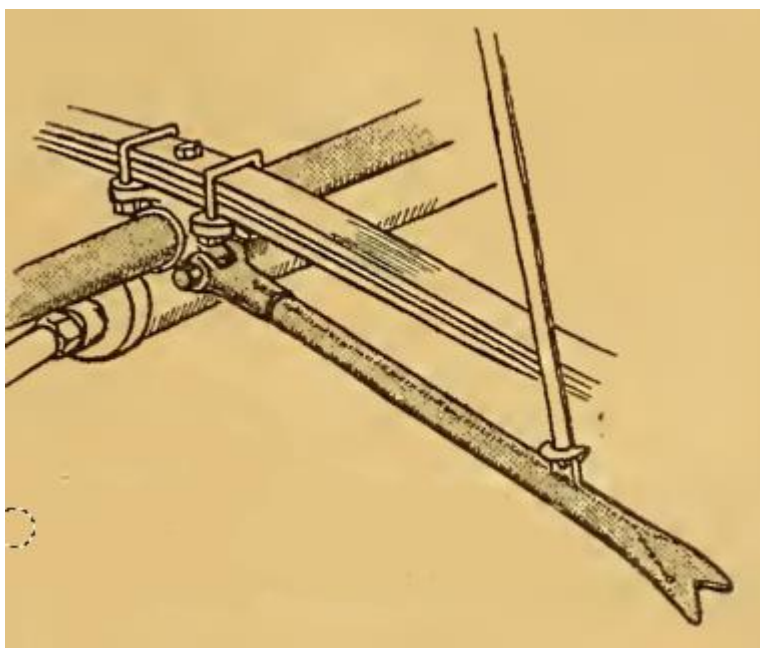
ARTHUR MOORHOUSE lapped Brooklands on his TT Indian for five hours, stopping only for fuel, oil and a quick fix on a broken oil pipe at the four-hour mark. He set 500cc British records at two hours, 150 miles and 200 miles; and world records at three, four and five hours and 250 miles. In five hours Moorhouse covered 277 miles 950 yards.



The Hercules Cycle and Motor Cycle Co of Birmingham, came up with a conventional debutante powered by $3\frac{1}{2}$ and $4\frac{1}{2}$ hp Precision and Sarolea engines (this is the $3\frac{1}{2}$ hp Hercules-Precision). Equipment included Saxon forks and an Albion free-engine or two-speed transmission.



The $2\frac{1}{2}$ hp spring-frame Puch offered chain drive, Zenith carbs, Dunlop tyres and a two-speed hub. The Motor Cycle said: "This Austrian make of motor cycle has an excellent reputation and should soon gain a hold in this country."



“A sprag is fitted to the Puch sidecar, as shown, and should prove exceedingly useful in these days of expeditions in search of unclimable hills.”

Ten Years' Experience of the Pastime.

By F Straight, late Secretary ACU

I HAVE OFTEN been asked how it was that I first came to take a hand in the organisation of motor cyclists, and how. it was that I continued to stand by and to have faith in the future of the sport and pastime during the troublous times through which the industry passed in the years 1904 to 1906. One of the reasons I first took an interest in motor cycling is due to the fact that as an official handicapper of the National Cyclists' Union I was in constant touch with sports promoters on the look out for means of increasing their gate. During 1902 I had handicapped several motor cycle races at Canning Town, and seeing the amount of interest I was taking in the new type of vehicle, the Automobile Club approached me with a view to organising a motor cycle section of the Club, with the result that in January, 1903, I was to be found installed on the Club premises in charge of the motor cycle section. The year 1902 was a very important one from a racing point of view. Races were held on the following tracks: Aston, Canning Town, Coventry, Plymouth, Putney, and Uxbridge. In the same year at the Crystal Palace Motor Show, February 14th to 22nd, a motor cycle section was arranged, and Ariel, Excelsior, Minerva, Quadrant, Mitchell, Derby, Chapelle, New Hudson, Phoenix, Humber, Wemer, and several other machines were on view, whilst trial machines were running in the grounds. It was in August of the same year that the Automobile Club held the first purely motor cycle race meeting on the Crystal Palace Track. One of the events was the hour scratch race in which C Jarrott, TH Tessier, H Martin, FW Chase, EJ Steele, and J Van Hooydonk were competitors. Jarrott, who was riding an 8hp De Dion tricycle, experienced a lot of trouble, and finally retired, the winner being J Van Hooydonk, who, of course, rode a Phoenix and covered 42 miles 290 yards in the hour, winning by over four laps. Perhaps, however, the most exciting event at this meeting was a ten miles handicap, which was run in one heat. There were twenty riders, and the present day motor cyclist can imagine what an extraordinary scene was presented with so many riders on a small track. The roar of the engines was deafening, and the pace at that time was considered terrifying. Some of the competitors had their exhaust boxes glowing a bright red, and this in the

gathering darkness looked very weird, and I have certainly never seen anything to approach it since.



Fred Straight played a major role in the development of motor cycling in Great Britain.

Soon after I took up my duties at the Automobile Club steps were taken to organise a club which would take over the complete control of motor cycling under the auspices of the ACGBI. This resulted in the formation of the ACC. The idea occurred to me soon after the formation of the ACC. to promote a long distance reliability trial, to which the committee agreed, and the first 1,000 Miles Trial was the outcome. It extended over a fortnight, the first day being taken up with the weighing and other preliminaries, whilst the last day consisted of a speed trial on the Crystal Palace Track. The Crystal Palace was chosen as the centre for these trials, and in the grounds was erected a huge marquee for the accommodation of the competitors' machines, which at

the close of each day's run were placed there in charge of officials who were on duty all night. Unfortunately, the weather was of the most dreadful description, rain falling heavily almost every day, with the result that the ground became sodden, and the interior of the marquee was nothing but a quagmire. Fortunately the competitors took matters very philosophically. In view of the suggestion recently made in *The Motor Cycle* that the concluding day of the 1912 Trials should consist of a long distance test at Brooklands, it is worthy of note that in 1903 the competitors on the last day of the Trials had to ride five miles on the Crystal Palace Track. The first competition for the International Cup, which was held on French roads in 1904, was not by any means a British success. Our team consisted of H Rignold, W Hodgkinson, and T Silver, the first-named being the only one to complete even one lap. This race was chiefly notable for the fact that somebody had lavishly strewn the course with nails, and tyre after tyre came to utter grief. The following year an eliminating trial was held in the Isle of Man, and for some reason or other the start had been fixed for 3a.m. The weather at that time, however, was very hazy, and it was decided to delay the start for half an hour. One of the conditions was that machines should not exceed 110lb in weight, and it was amusing to see the riders when their machines were put on the scales and found to be overweight filing away all possible parts in order to reduce the weight. The rubbers were taken off the pedals, side plates discarded, holes bored in the pulleys and belt rims; in fact, the majority of machines were so weakened that it was not to be wondered at that only two completed the course, viz, JS Campbell (6hp Ariel) and HA Collier (6hp Matchless), the former winning by 1min 16sec over a distance of 120 miles, which was covered in 4hr 9min 36sec. George Barnes was one of the competitors in this race. He made a very brilliant start from Quarter Bridge, darting away like a shot out of a gun, but we saw nothing more of him, and it was reported that at the first bad corner he was travelling too fast to get round, so went straight on and in at the door of a cottage. It was in the Six Days' Trials of 1905, when they were held in the West and South-west of England, starting from and finishing in London, that I had two instances of what a keen rider will do in pursuit of his favourite hobby. The first instance to which I refer is that of FW Applebee, who, not wishing to compete, very kindly offered to officiate, and to him was given the unthankful task of riding behind the competitors and reporting at night upon the stragglers. I well remember how on one or two occasions he reported himself to me at the hotel in the early hours of the morning with a modest and cheery, "Well, I've got here," without a complaint against those riders who had been the cause of his late arrival. On another occasion I rode with him from London to Great Yarmouth, and on the return journey, soon after leaving Lowestoft, something went wrong with the machine I was riding, which neither of us could locate. He would not hear of leaving me behind, and eventually towed me all the way to London.

I have often wondered how, in the early days of competitions, when machines were far from reliable, busy business men would enter for the Six Days' Trials and take them as part of their summer holidays. It was in the 1905 Trials that AV Baxter, a Warrington rider, told me that he was taking his holiday that way. Well, I have never seen a man work so hard before or since on a holiday. I think Baxter had all the troubles that could possibly befall a motor cyclist on that trip. It was in the first Land's End to John-o'-Groats Trial (1906) that Miss Muriel Hind made her first appearance in a long distance event. Early on the Sunday morning previous to the start, the noise of a tricar was heard outside the hotel, and we found that Miss Hind had arrived, having driven through the night alone, the lateness of her arrival being due to the fact that she had been rendering assistance the previous evening to another competitor who had met with a mishap on the way down and had to be left in charge of a doctor. Of course, such a trial as this is full of incidents, but one feature of the event which appealed particularly to me was the fact that after the trial was over, and we were on our way back to London on the following day (Sunday), we

met competitors on the Ord of Caitliness still making their way to John-o'- Groat's, determined to complete the trial over the classic route even if they were a day behind time. There is no doubt that the introduction of the high-tension magneto in such a reliable form as we have it to-day and have experienced it from about 1905-1906 has been the salvation of the motor cycle. In the early days most of our troubles were caused through faulty ignition, due very often, it must be admitted, to carelessness in not properly looking after the accumulators. The more recent happenings in the motor cycle world are comparatively fresh in the minds of the majority of my readers, so there is no need for me to recapitulate them, but I can assure present day riders that, although we experienced a lot of trouble in the early days, we got a very great deal of amusement and enjoyment out of our favourite hobby.

The ACU COMPETITIONS committee voted to removed the handicap it had imposed on two-stroke engines.

"THE LIVINGSTONIA NEWS mentions an adventure two motor cyclists had recently while returning from the Zomba (Central Africa) Coronation ceremonies. The riders, Mr. and Mrs Macdonald, the former a magistrate at Mzimba, were chased for five miles by two lions, which showed no fear of the noise made by the engines, and galloped after the motor cyclists with evident determination to kill them. The lions were finally out-distanced, and the riders, suffering greatly from nervous strain, reached their home in safety."



Two lions

similar to those which chased Mr and Mrs Macdonald.

A YOUNG TEXAN named Eddie Hasher, mounted on an eight-valve Indian board racer, hurtled round the Playa del Rey California Motordrome to break every world record from 1-10 miles. His first mile was covered in 37.8sec (95.24mph); his 10-mile time was 6min 45.8sec (88.71mph). Hasher, soon known as the Texan Cyclone, proved unbeatable at the Los Angeles Coliseum Motordrome and headed East to race at the Vailsburg Motordrome in New Jersey. And there during a five-mile handicap race with five other bikes, Hasher lost control at over 90mph and crashed into the crowd. He was killed, as were five spectators. The riderless Indian crashed into Denver rider Johnny Albright who died in the hospital without regaining consciousness. "The later American press comments on the terrible saucer track smash at Newark, NJ, are not pleasant reading. It is alleged that Hasha had been in the doctor's hands for a week past, and only started in the race under pressure from the management. These saucer tracks are not technical testing grounds; they are rather a kind of open air music hall, run simply and solely as money-making affairs, and for Hasha to be on the track and not to turn out was as awkward for the management as a night's indisposition of Harry Lauder would be for a hall where he was billed, or Hamlet with the part of Hamlet omitted. A racing veteran, Frank Hart—the man whose leg was broken in the smash he had with de Rosier last year—was standing just opposite the

point where Hasha's machine ran amuck; he says Hasha fainted, and left hold of his handle-bars, so that his Indian simply swirled over the top of the steep banking, and ran round along the faces and chests of the spectators in the front row. The same witness denounces the track management and the FAM (a body corresponding to our ACU) for setting six men, all capable of lapping at 90mph, to race on a track of the four laps to the mile type, on which there was only room for three men to ride abreast. Seymour, who was leading when Hasha fainted, covered two more laps before he could pull up, and this at the rate of little worse than ten seconds per lap...The whole affair leaves a very nasty taste in one's mouth, and makes us hope that these morbid and perilous exhibitions will never become popular in Great Britain; they are too nearly akin to the gladiatorial shows of ancient Rome to be termed sport." The press began to call motordromes 'murderdromes'; the authorities closed down the New Jersey track.



Eddie Hasher, the Texas Tornado, was among the casualties of what the American press came to call the murderdrome.



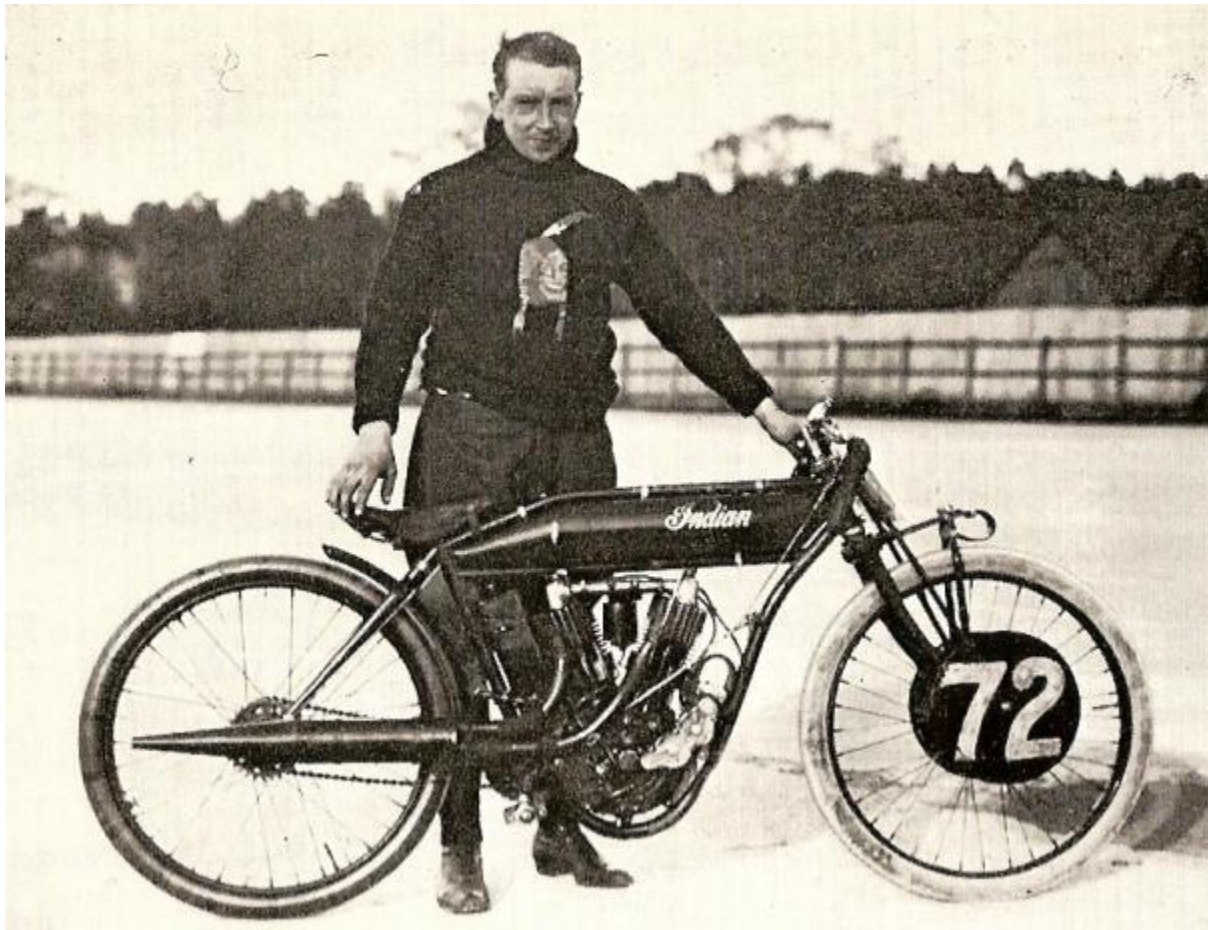
Charles 'Fearless' Balke was an Excelsior teammate of Jake De Rosier. They didn't get on.

JAKE DE ROSIER, having moved from Indian to Excelsior, was pleased with the power of the revamped Excelsior but less than pleased with one of his new teammates, Eddie 'Fearless' Balke. The crowds at the Los Angeles Motordrome revelled in the bitter rivalry between De Rosier and Balke so head-to-head matches became a regular attraction. During one of these Balke lost control and ran into De Rosier, being lucky to escape the resulting crash with minor injuries. As *The Motor Cycle* reported, De Rosier wasn't as lucky: "Jake De Rosier has had a serious accident at the Los Angeles Stadium, and has broken his leg in two places, and it is feared his skull may be fractured... we are led to believe that the gallant racer will never be able to mount a motor bicycle again." Within weeks there was a follow-up: "It would be a kindly act if some leading motor cyclist would organise a subscription for poor Jake de Rosier among the riders who congregate at Douglas for the TT races. The old warhorse is still lying in hospital at Los Angeles with a compound fracture of the thigh and a crushed kneecap, and he will never straddle a motor cycle again. He is in such poor circumstances that his young bride has to go to work to earn her own living."



Jake De Rosier had recovered from many serious injuries sustained in more than 900 races; this time his luck ran out.

ONE OF THE BMCRC's monthly race meetings at Brooklands was brought to a terrible conclusion by the death of Arthur Moorhouse. *The Motor Cycle* reported: "It is now our sad duty to record what happened in the hour all-comers' race. This was divided up into the usual classes. Moorhouse's machine was running badly just before the start, and he was the last man to line up. However, he seemed to get away fairly well, and soon got into his stride. The big Indian was pulling well, and was reeling off laps at 70 and 71 miles an hour. At the seventh lap Moorhouse was leading the throng, and was followed by Stanley, HA Collier and Tessier. Moorhouse was seen bending down apparently trying to fix his silencer which was loose. The next thing we saw was a big blaze at the beginning of the railway straight, a great flame and a column of smoke ascending in the air like a funeral pyre. People realised a machine was on fire, whose no one knew; not a soul could be seen even through powerful glasses. We could only guess that it was Moorhouse. The first authentic news was from Oldman, who said Moorhouse was seriously injured and that the race was stopped. Ex-entually Mr. TW Loughborough [ACU secretary] told us that poor Moorhouse was lying on his face stone dead in the ditch adjoining the track, and his machine was on the grass completely burned out. It is supposed that he was bending down trying to fix the silencer when the front wheel struck a bump in the track; the machine swerved, got completely out of control, and flung its gallant rider to the ground. Death was mercifully instantaneous. No one saw the accident, and its cause can only be surmised. The event cast a sad gloom over Brooklands, and a glorious afternoon terminated in the first tragic ending of a motor cycle track meeting in England. We have been connected with motor cycle racing in Great Britain for the past nine years, and it is interesting to note that poor Moorhouse's terrible accident is the first which has terminated fatally to a motor cycle competitor on Brooklands track." Moorhouse was at the core of the motor cycle movement. He had come third in the 1911 Senior TT, won the 1911 Jarrott Cup and held the Class E hour record at 70 miles 1,388 yards. He was also on the committee of the MCC and the MCPA and was on the ACU sub-committee looking at TT regulations."



Arthur Moorhouse, an English member of the Indian tribe, was part of the Indian hat-trick at the 1911 TT. He was the first motor cyclist to die at Brooklands.

SCOTTISH MOTOR cyclists met in the Golden Lion, Stirling to set up their own national association. The clubs represented were Edinburgh, Glasgow, Perth, Dundee, Scottish Border, Cathcart, Falkirk, Leven & D, Wishaw & D and West of Scotland. They chose the title Scottish Auto Cycle Union and elected a committee. An ACU rep was at the meeting to assure the Scots that the ACU would recognise the SACU. He added that as the SACU had links with the Scottish Automobile Club, SACU members would have the advantages of RAC and ACU membership when they rode south of the border. It was decided that for the time being the Scottish AC would issue licences for competitions.

THE RAC BEGAN to set up roadside 'sentry boxes' containing petrol and first aid kits. There was even a get-you-home service within 20 miles of home. Members were issued with brass tokens. If they broke down they had to get the token to the nearest RAC repairer via one of the RAC's 'Touring Guides' or any passing motorist who was willing to help. The RAC-approved garage would "at once send a relief car to convey you and your party home".

THE MOTOR CYCLE Club of South Australia held a petrol consumption test on a hilly course of thirty miles, at Northfield. The winner was H Ragless, (Triumph) at 137.4mpg. Runner up was his Brother, T Ragless (Norton) at 131.3mpg.

"AS A RESULT of the success of the P&M in the recent War Office test at Brooklands, the firm has received an order from the War Office for machines to be supplied with a view to more prolonged trials under severer conditions."

CENTURY MOTOR WORKS, St Albans, opened throughout the weekend from 8am-8pm “but later if necessary”.”

THE ALBION ENGINEERING CO, Tower Works, Upper Highgate Street, Birmingham, are shortly placing on the market a three-speed epicyclic counter-shaft gear.”

“I VERY WELL REMEMBER my first ride on a motor bicycle. I left Hanley on a prospective mount and I could not stop it until I reached Congleton, and then fell off. After a rest I started back, and I tried to avoid running into a girl; she dodged and I dodged, but I at last ran into her. I was so exasperated that before I could think I had boxed her ears.”



Clubs were booming. Soon after its formation the Llanelly & DMCC had more than 70 members.

THE HEADLINES on *The Motor Cycle's* report of the Croydon-based ACO One-Day Reliability Trial say it all: “A Chapter of Accidents. A Direful Finish. Trial Annulled.” A dozen ‘passenger vehicles’ and 48 solos left the Swan & Sugar Loaf in South Croydon for a sporting day’s riding round the Surrey lanes and tackling some observed hillclimbs. What could



Competitors left the Swan & Sugar Loaf in the rain...things went downhill from then on.

possibly go wrong? ”This will be remembered as an unfortunate day in the annals of the Auto Cycle Union...the previous day’s rain rendered the roads in an execrable condition; grease of the worst type, deep soft ruts, and a cold, almost sunless day made the riding conditions of the worst...The course necessitated the negotiation of many byelanes...and needed scrupulous care in marking. Hardly an arrow was in its place. The official car promised for this work failed to

materialise. Mr JWG Brooker was sent on at the last moment on, a sidecar which promptly broke down, with the result that almost every section was unmarked...F Ball (Douglas) and FW Applebee (Centaur) were side by side cleaning out jets, and barely a quarter of a mile further we overtook GL Fletcher performing the evolution of attempting to clean his jet without dismounting. In free-wheeling downhill he had actually removed the throttle slides, and would soon have completed the operation but it was time for the engine to fire and he had perforce to stop...The approach to Cudham was unpleasantly greasy. The Knap, Trough, Devil's Elbow, or whatever the steepest part of Cudham calls itself, was soft and slithery, and as bad as could be...after many conjectures as to the right road and failure to find any names referred to on the route card, a party of twenty or thirty came to a standstill utterly flabbergasted...On the route was a certain Roughway Hill, and liere an observer waited for two hours, and not a soul came by. All the competitors left the course at this point...The denunciations of the ACU and its methods were now thick and fast, and pronounced in no uncertain manner...the trial had developed into a farce, and thereafter one regarded it seriously...The rain increased in violence as



E Frasetti (7hp Indian) failed to climb Cudham Hill. He could have done with a gearbox.

the journey was continued via Effingham, and we passed four in quick succession effecting adjustments, viz, G Cocker, whose 2¾hp three-speed Singer had been running splendidly, and climbed all hills en route, Frasetti and his Indian, and Fletcher (Douglas). Frank Smith (Clyno) who had been off the , route, commenced hurrying to catch up time, and his



G Cocker (2¼hp three-speed Singer

unmounts at Tunbridge Wells for lunch.

back tyre burst... 'Pebble' Hill, the last timed ascent, was reached in the dark and pouring rain. It poured in torrents, and was now so dark the men's numbers were indistinguishable, and the timekeepers' watches could not be read. Taylor came up very slowly with his exhaust pipe glowing in the gloom, with men running beside him warming their hands against the pipe. Belts were slipping on many machines, the competitors were tired, soaked through, and miserable, and after a short interval the timing was abandoned. Men knew not how they got home. Wet and blinded by the rain they came in one by one to Croydon, many having lost their way and wandered miles off the route. Grumbles were heard on all sides, and, to make matters worse, those who were successful learned later in the evening that all their trials all their troubles, and all the discomfort they had endured had been of no avail. The judges and those of the Competition Committee who were present met together and decided that, as the route had been so badly marked, and there was no means of either observing the men, or of knowing who left the course, the trial would be annulled... Something must be done and that quickly to prevent a farce of this kind occurring again."



C Presstand (3½hp Rudge) and RG Munday (3½hp Singer) climbing Cudham. The gradient at the steepest point is 1 in 4½. Observe the road to Downe winding away in the distance.

“THE *SPORTSMAN* HAVING experienced difficulty in getting its papers through to Wales, there being no suitable train on the Sunday night to carry the Monday morning papers, the proprietors decided to establish a weekly service between their London office and Gloucester, where the papers are put on trains and sent to their various destinations. Every Sunday, about midnight, as soon as the *Sportsman* is off the press, it is rushed into the sidecar and away goes the machine. Every moment is of importance, for should the connection be lost the whole ride to Gloucester will be in vain. The route I taken is through Piccadilly and Shepherd’s Bush where there is about a mile of what I should imagine must be the worst road in London, but a little farther on when well on the open road speed is the order of the day and the milestones slip by. Uxbridge is soon past, and nothing happens till I begin to look out for a rather stiff hill about a mile past West Wycombe. I am never confident of getting up here, for my engine is geared rather high to enable good speed to be made...I usually sigh for a change-speed gear, without which no machine can really be called up-to-date. After this there is a long descent into Tetworth, where a very fast run is made to Oxford and Cirencester, but the roads have been in a terrible state, two or three inches of mud being quite usual. From Cirencester to Gloucester is rather, an anxious time until the papers are handed over to the railway authorities and another journey has been covered to the credit of the motor cycle. While the tanks are being refilled I have time for a wash and refreshment, then comes the return journey.”

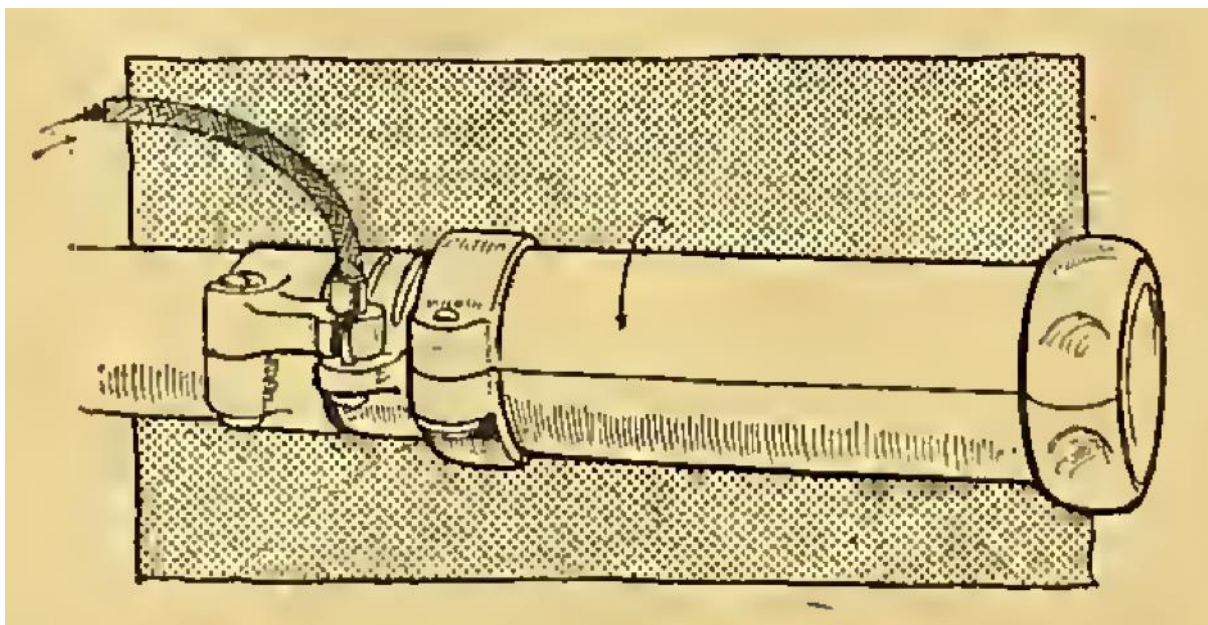
OWING TO THE kindness of Mr JK Starley, a 3½hp Rover fitted with the Armstrong three-speed hub was placed at our disposal...we left Coventry for Oxford on a bright sunny day. The wind was just cool enough to make riding almost perfect. Soon after leaving Coventry we changed into the high gear (approximately 3½ to 1), and except for traffic we never had to change down. This is probably accounted for by the heavy flywheels, which also increase the smooth steady pull of the engine. With the cut-out shut the machine is the quietest we have ridden, as there is not a sound from the valve gear. The Rover Co seem to have discovered the way to make quiet valve gear without sacrificing the efficiency of their cams, and we should be glad to see some other firms make experiments in the same direction, for riding a Rover in traffic can be compared to driving a high class car. There is not a click to be heard. The Rover ran perfectly throughout, and took both Birdlip and Saintbury hills on the middle or direct gear. We are grateful to the Rover Co both for the opportunity of a delightful run on such a fine machine and for the complete way in which the machine was equipped. The only adjustment made was the changing of a belt fastener link, so as to take up a slight amount of belt stretch. On our return to the works we inspected a new model which is fitted with a dropped top tube and a tank with rounded top. This model has a particularly neat appearance, as will be seen from the accompanying illustration.



Some examples of that particularly neat Rover survived into the era of colour photography: this is what *The Motor Cycle*'s man saw when he got back to Coventry.



Sidecar outfits were earning their keep by serving as long-distance, dependable delivery vehicles.

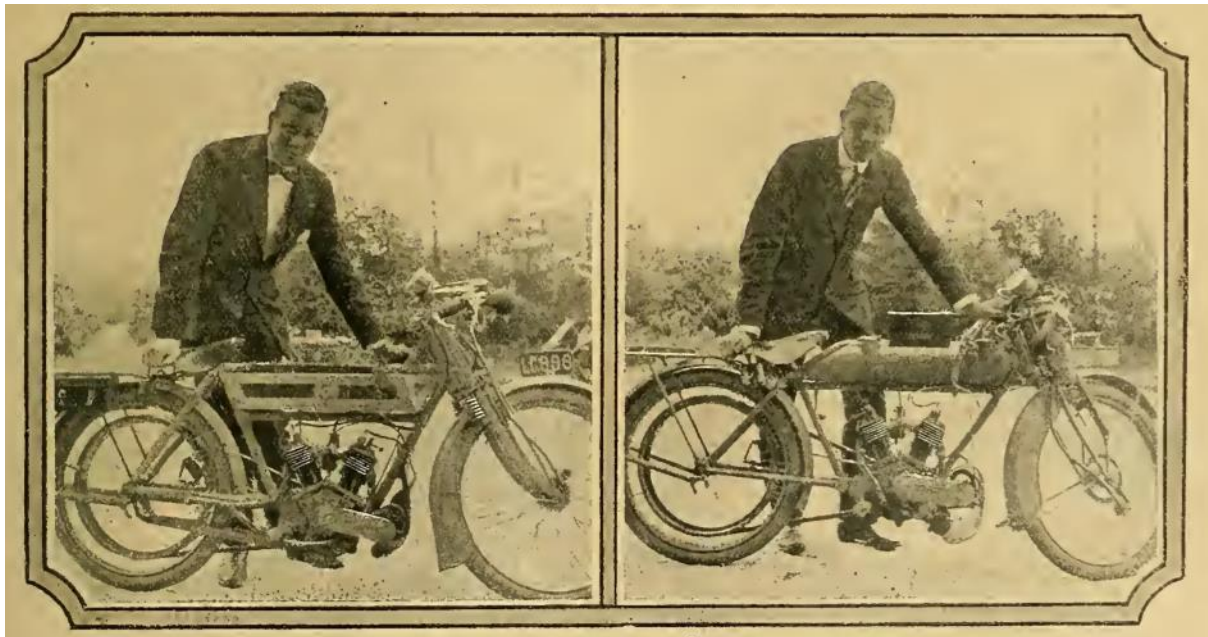


A New Twisting Grip: The sketch herewith illustrates a new twisting grip designed and manufactured by Charles Binks, Ltd, mainly for racing purposes. The grip is made suitable for almost any handle-bar, and can be fitted in a few minutes. The two halves are placed over the

bar, and held in position by a screw clamp. The halves can then be tightened by means of screws till the desired amount of friction be obtained. We hear that racing experts pronounce the device excellent, as it is difficult and dangerous to release one's hold of the handle-bar to alter the usual type of control levers when travelling at high speeds."

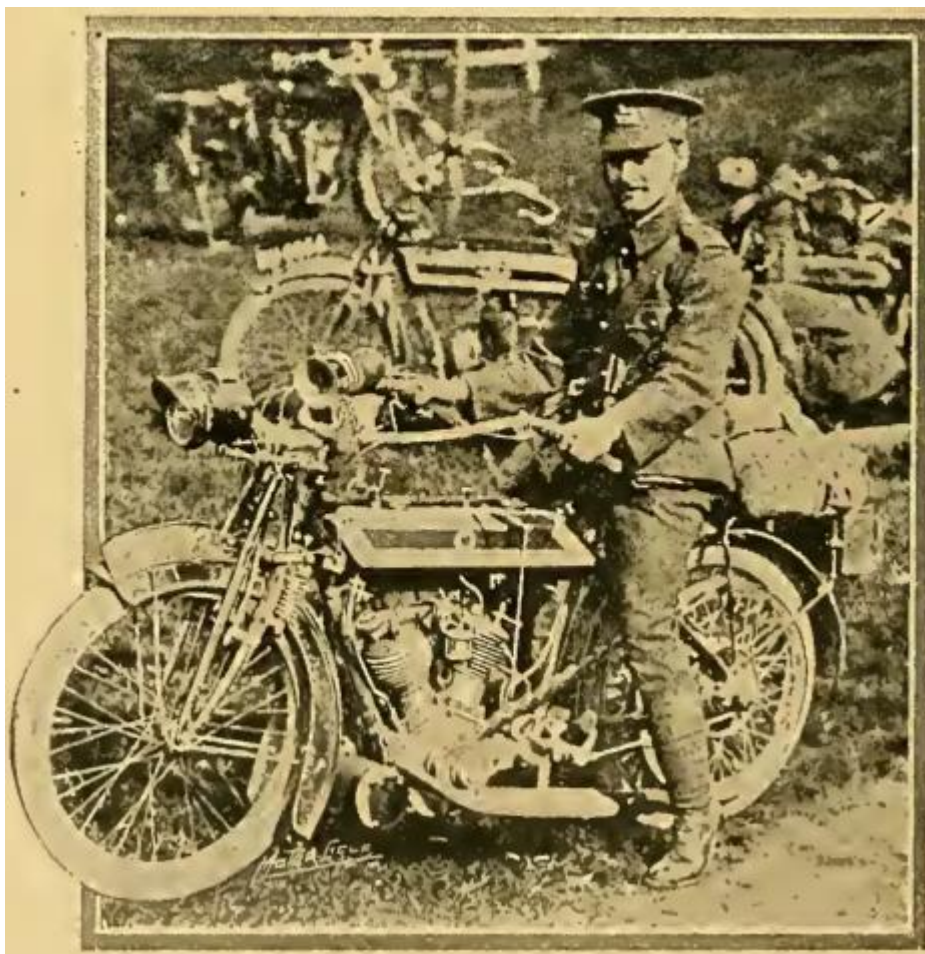


"Quite a novelty in signposts has been erected on Masons Hill, Bromley. The arm pointing the road in the Sevenoaks direction reads 'Hastings, Paris'. In the reverse direction 'London, John-o'-Groat's,'" whilst a third arm, over which is a model motor cycle, reads, 'Croydon, Brooklands, and Land's End'. It was made by the proprietor of an adjacent garage.



“Both these machines—a Trump and a Matchless—are fitted with the JAP 3½hp twin engine (60x76mm, 430cc). The owners tell us that the machines are capable of an average speed of 35mph when geared 4½ to 1, that they can do 54mph on Brooklands track, and climb the test hill at 30mph. The riders, SG and JC Bain, have previously owned single-cylinder machines, but are so delighted with the little twins that they inform us they do not intend to ride any but multi-cylinder machines in the future.”

THE LEGION OF Motor Cyclists, which was formed to put motorcycles and their riders at the service of the country in times of emergency, held a Mobilisation Day. Cleriter, the Blue ‘Un’s military correspondent (and a serving officer) reported: “Out of 173 who sent in their applications 99 put in an appearance at Daventry, the rendezvous, before the lists were closed at 5pm, and some 37 others arrived after that hour, including one rider from Glasgow...The only counties in



Private Schulten (6th

West Yorks) rode his twin Rex from Bradford to Daventry to participate in the mobilisation test.

England not represented were Northumberland, Cumberland, Devon, Cornwall, and Durham...The rider who came from the furthest point away from Daventry was RP Chester of Southport (3½hp Triumph), who rode the 160 miles in 5hr 48min. The best run of the day, and the first actual man to arrive was RA Milligan from Laxfield Hall, Suffolk (7hp Indian); he accomplished the 130 miles in 4hr 1min, starting at 4am on Saturday. WE Rootes (3½hp Singer) rode the 19 miles from Coventry in 27min. The all-round average speed of competitors works out at 30.1mph, and the average distance travelled at 69.8 miles...During the afternoon hill-climbing tests were carried out on Newnham Hill. No single machine failed to make the first ascent, but no times were taken, as this was not considered of military importance in the hill-climb itself. At the, second test, where machines were called upon to re-start on the stiffest portion of the gradient, only one of those who tried failed to reach the summit. The variety of machines employed was almost as varied as the places the riders hailed from, and none of the best known makes was unrepresented. Triumphs, P&Ms, Rudges, and BSAs head the list, and amongst others there were three big Indians...we find that in peace time under peace conditions and speed limits the average keen motor cyclist can be counted upon to ride at a speed of 30mph over long distances, and judging by the reports handed in the modern motor cycle is practically accident-proof. This means

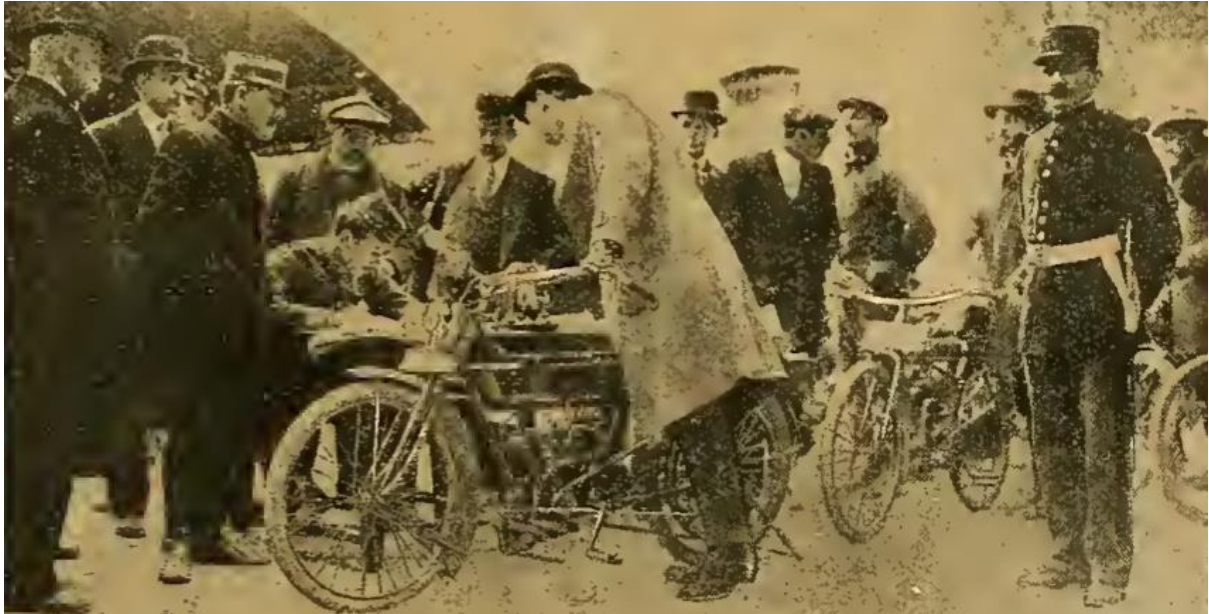


“Captain AH Trapmann, the organising officer of the mobilisation test, receiving competitors’ cards as they arrived at the rendezvous.”

that under war conditions any service of motor cyclists that was organised could be scheduled to run at 35mph on relays, and when it is remembered that unless permanent ways are guarded and patrolled throughout their length railway trains in war time are not scheduled to do over 15 miles an hour, it will be seen that even where railways exist between two given points the motor cycle is more than twice as swift...As compared with telegraphic communication, the motor cycle has already in repeated tests been proved superior for any distance under 36 miles, whilst for distances up to 60 it is largely a matter of congestion of messages on the one hand and of weather conditions on the other...At present there are only two authorised methods of becoming an officially recognised military motor cyclist, either to join a Divisional Telegraph Company RE of the Territorial Force as a Territorial soldier (100 vacancies in all) or to join Section B of the Special Reserve (100 vacancies)...It is the object of the legion of cyclists to enrol 2,000 motor cyclists, who in the event of a national emergency would turn out to serve their country. Without a shadow of doubt, when that emergency arrives emergency regulations will be made to absorb that number they will be urgently required. In the meanwhile the legion wishes to organise them, teach them their duties, and prepare for war, whilst the military authorities are still chewing the cud of pensive reflection.” The event was clearly taken seriously by the military; General Alexander Thorneycroft, CB, commanding the South Midland Division, was there and spent time chatting to the ‘legionnaires’. The Legion had clear objectives: (1) To organise into corps of twenty-five men (or more) those motor cyclists who, though now unable to join the Territorial Army, would be willing in the event of a foreign invasion to enlist in a Territorial Cyclist Battalion; or fight as irregular cyclist ‘Francs Tireurs’; or serve as mobile town-guard in their own town, or village. (2) To train these men in elementary military knowledge so as to fit them for these duties. (3) To obtain recognition for the Legion as an authorised force of the Crown. (4) To assist corps to form voluntary summer encampments. (5) To stimulate patriotism and recruiting for the Territorial Force both in peace and war.



"A group of some of the motor cyclists who responded to the call to mobilise in Daventry."



While the Brits were encouraging riders to join the Territorials, in Paris every owner of a bike of 3hp or more was required to register it for military purposes, which is what is happening here.

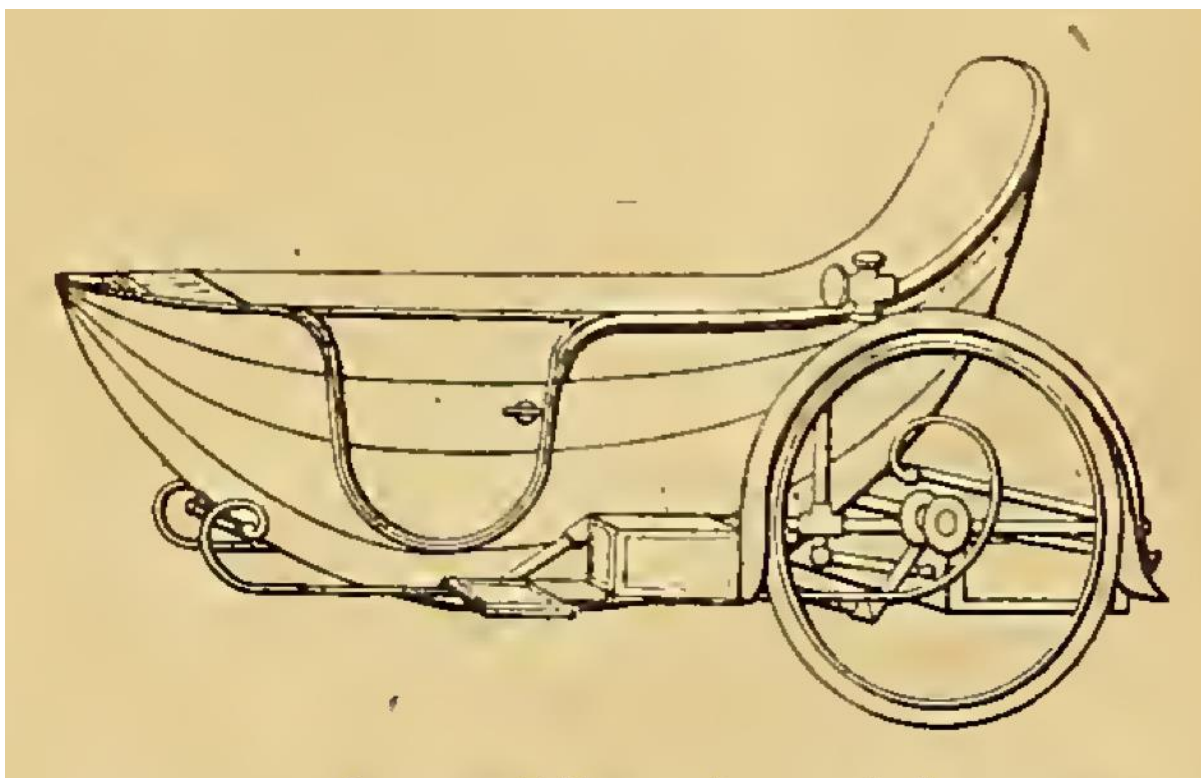
"PREVENTION IS better than cure, but often it is easier to cure than to prevent. For instance, it is not easy to prevent motor cycle tyres leaking through punctures. The Self-sealing Rubber Co's air tubes, however, render all ordinary small punctures made by thorns, pins, and nails absolutely harmless, the layer of rubber in compression instantaneously and permanently closing the puncture made in the tube."



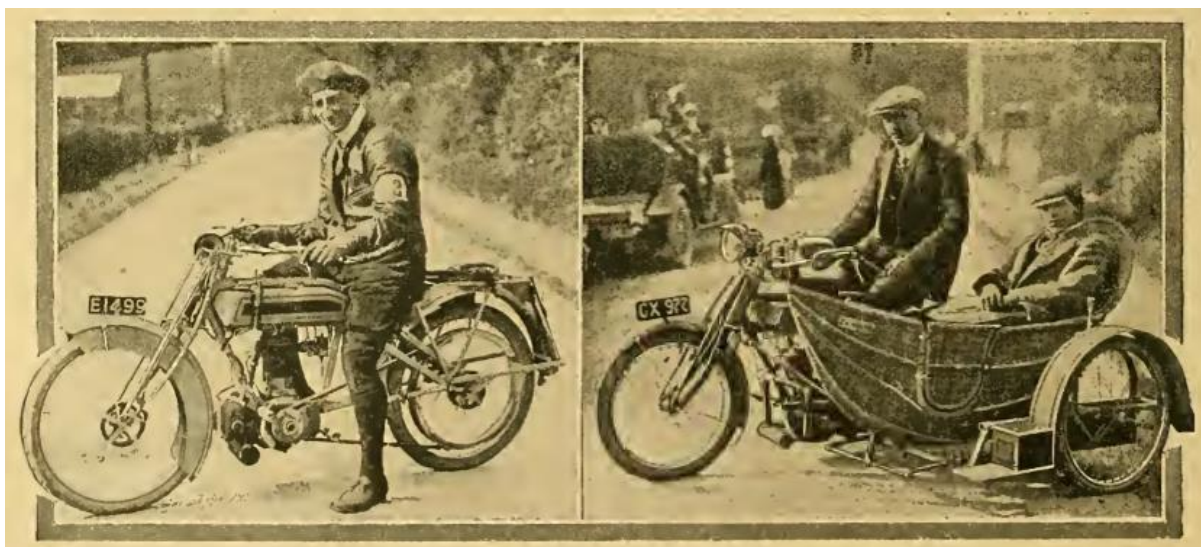
In response to claims that

3½hp was inadequate for a family outfit, Leonard Fenn of Essex reported that his New Hudson/Milford “family coach” was averaging better than 75mpg and could happily tackle severe hills thanks to its Armstrong three-speed gear, “which is absolutely satisfactory, and has needed practically no adjustment so far”.

TRIUMPHS DOMINATED the beach races at Warrington Beach, New Zealand: Two miles Open Handicap, W Jackson (3½hp Triumph); One Mile Scratch Race (private owners), A McDougall (3½hp Triumph); One Mile Scratch Race (trade) W Jackson (3½hp Triumph); Two Miles Relay Race, A Ansell (3½hp Triumph) and A McDougall (3½hp Triumph) tied for first place.



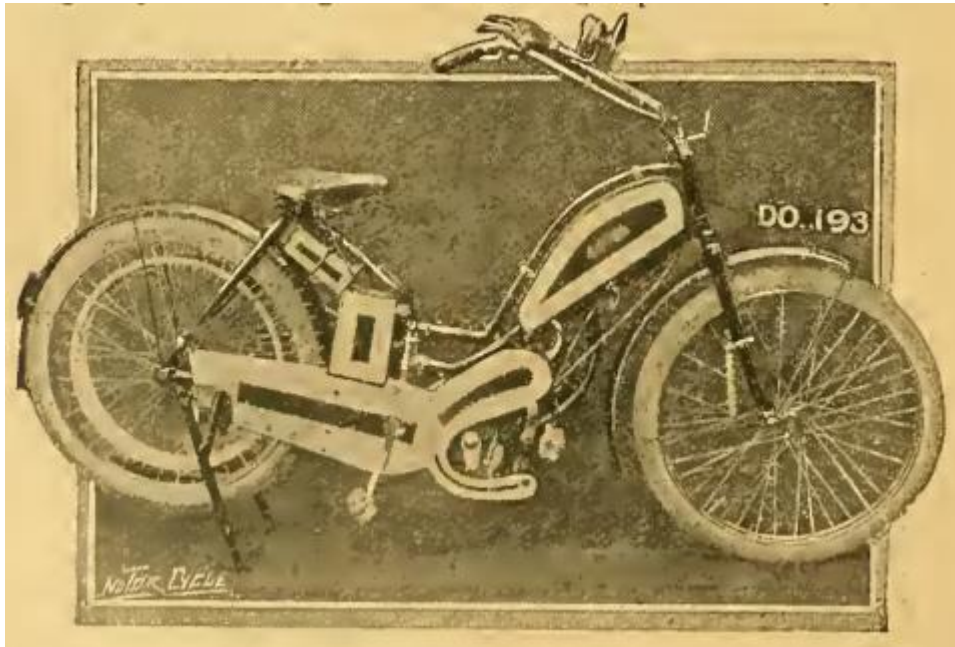
Many years before the arrival of 'launch' sidecars, Messrs W Hastings and Co of Huddersfield produced a 'drop-frame' boat-shaped sidecar made of reed cane with three-point springing.



Left: "A new pattern 3½hp ASL made its initial appearance at the Leathley Bank hill-climb. It will be noticed that this machine has 26in. wheels, new pattern spring forks, and is finished in French grey. The rider is WE Conk. J Lockwood, hon sec of the Huddersfield MMCC, with his 6hp Clyno and Gondola sidecar.

"TWO FIRMS HANDLING British motor cycles in Toronto have relinquished them in favour of American mounts. American makers are doing their utmost to educate Canadian riders to believe that the US models are the standard to judge by, therefore deviations from such standards appear odd to some Canadians. British makers of motor cycles should not lose sight of the big effort that is being made by our American cousins to capture the Canadian motor cycle business. The agents for two makes of American motor cycles have, it is said, received

large orders for delivery this year.” In other parts of the empire, however, British bikes ruled (almost) supreme. At the Cape Peninsula MCC’s hill-climb the top 10 finishers were Rudge, Bradbury, Indian, Bradbury, Triumph, Humber, FN, Triumph, P&M and Swift. This was calculated on the formula recommended by The Motor Cycle: speed squared multiplied by capacity, divided by weight of rider and machine. The quickest bike up the 1,000-yard one in seven course was the 7hp Indian, ahead of the 3½hp Bradbury and the 3½hp Rudge.



An early example of customising: Brown Bros converted an ‘obsolete’ Chater-Lea rolling chassis (powered by a 2¾hp Minerva) into a cut-down lady’s model.

THE MERSEY MC hosted a 24-hour reliability trial over a demanding course which took competitors into North Wales. “At nine o’clock sharp the first man was despatched, but had not proceeded far before he skidded, breaking the foot rest and pedal clean off his Rover. As he had nowhere to rest his foot he promptly retired...Before leaving Birkenhead we passed Chas Murdock (3½hp Singer), who had broken his lamp bracket, and was delayed so long that he retired...near Hodnet JM Lamb dropped his 2½hp on a sharp left hander and the Fred Dover (3½hp Premier) ran into him; they were both hit by an Overland car which was also competing. Lamb was injured so the car took him off to get help. Dover had



W Davis (3½hp JAP) and R

Rees (3½hp Rudge), the first two riders to check in at Ruthin.

a cut eye and damaged ankle but with help to start his bike he pressed on, only to discover his forks were badly bent forcing his retirement. VE Horsman (3½hp Singer) fell asleep, skidded on muddy tramlines, fell heavily and dropped out. By morning the riders were into North Wales. The roads now became very narrow and twisty, being in parts more like footpaths. A steep hill out of Peny-bont-fawr led us over a mountain pass with a shocking surface and many gates, all of which were closed. The road was very narrow, and from its edge there was a sheer drop of 200 feet to the valley below...A fairly steep and tricky hill led us out of Festiniog, where a great number of people awaited the competitors...Just as Mundy was about to start [after lunch] he discovered a nail in his rear tyre and had to effect a repair. When most of the competitors had left W Heaton (2½hp AJS) arrived, reporting nine punctures and two bursts. While Heaton went into the hotel to secure some much needed refreshment, a non-competitor repaired his rear tyre, and while this was being done the front tyre went down. Surely this was very hard luck...The rain had made the roads in a shocking condition, and the competitors had to ride with great caution. Many side-slipped and fell, among whom was GA Gregson (3½hp Bradbury), who skidded while pumping some oil into his machine. He was travelling at a good speed, and was thrown right into the gutter, covering himself from head to toe with mud. On this section JH Roscoe (3½hp Singer) skidded, smashing one of the springs of his forks. At Gayton tea was served at 5.15pm, and the first man was despatched for Woodside, Birkenhead, having been allowed 31 minutes for tea. Seven and three quarter miles brought us to Birkenhead, the finishing point." Hugh Gibson (3½hp Bradbury) won the Butler Cup; 14 gold medals were awarded with silver for six riders who completed the course but outside the time limit.



Tired but happy...the finish of the Mersey MC 24-hour reliability trial.

FROM *THE MOTOR Cycle's* leader column: "Racing uphill and round corners at breakneck speed is not a pastime recommended for a lady. The straight forward reliability trial with an occasional steep hill included certainly must appeal to the sporting type of lady motor cyclist, and further one cannot but admire the pluck and courage of a lady who is willing, nay anxious, to try her prowess in a speed event, but many, we fear, are little aware of the risks they run, and how near on several occasions they have been to a severe accident. We will ignore for the moment the question of whether it is becoming or not for a lady to be Spread-eagled on a speed machine of any kind....The average lady is not possessed of the self-restraint, or presence of mind, which a man can command. Instead of benefiting the pastime this sort of thing' is proving a serious deterrent to converts, and the sooner our recommendation is adopted the better for all concerned."

VETERAN MOTOR CYCLISTE Muriel Hind wasted no time in replying: "I was sorry to read your leaderette 'Should Ladies Race?' as I think you are a little unfair in your views. In my humble opinion we should be allowed to enter for speed events, and the very fact of our wishing to ride in these competitions plainly shows that we are not likely to suffer from 'Nerves'. After all an odd accident or two should not cause a scare—look at the crowds of accidents men riders have, and yet they all continue to enter for competitions. The majority of women will be content with touring, etc, but some of us who are really keen on hill-climbs and have had years of experience would feel it rather hard if we were to be shut out from all the sporting events." Ms N Hough also had her say, from her hospital bed: "Would you allow me, through the columns of your widely circulated paper, to thank all the kind friends who have written, telephoned, or called at the cottage hospital since my accident a week ago. Fortunately my fall was not a very serious one, and I hope to be out of hospital in a few days. I was sorry to read your article concerning ladies competing in hill-climbs. I should be very sorry indeed should our entries be refused in the future. I do not think there is any more danger in racing for women than men. I certainly have fallen, but mine is not the first accident that has happened in a hill-climb, often an expert man rider has come to grief." More letters followed...

PERMIT ME, AS one who has done a fair amount of motor cycling, to reply to your editorial on ladies riding in hill-climbs. When a lady enters for this type of competition, she thoroughly understands the risks she runs. Why this outcry when she is prepared to take them for sheer love of the sport; and the few ladies who at present enter for hill-climbs are quite as capable as the average male competitor.

(Mrs) Mabel Hardee

I WAS SORRY TO read your recent leaderette "Should Ladies Race?" My personal opinion is, provided the lady has sufficient nerve and confidence, there need be no fear of her coming to grief. One must realise that in almost every sport there is a certain amount of risk. One hears little or nothing of the accidents that occur to expert motor cyclists at almost every race meeting, but because a lady has been unfortunate enough to have a spill, it seems as if the whole community are against ladies racing.

(Miss) Lottie Berend



"No matter whether north, south, east, or west, Miss Lottie Berend is usually to be seen at motor cycle functions. She and her lady passenger are oblivious as to the weather. In the photograph Miss Berend is seen battling against a gale of dust. She usually rides Precision engined machines, her best performance this year being in the Barnet-Harrogate and back trial."

SHOULD LADIES RACE? Certainly not! Anything more exciting than pushing a perambulator should be instantly suppressed. No wonder Mr. Stiggins of *The Motor Cycle* can find many supporters to his views. Who would not applaud such laudable sentiments? As to the appearance of the lady competitors, can they be worse than that of some of the men? We have

all seen men at hill-climbs wearing garments that, if not exactly hideous, are certainly most unladylike. We, poor souls, cannot have a mild spurt or an occasional fall without calling forth reams of protest as to our lack of self-restraint. Surely he must have noticed that the type of lady that competes in speed contests does not indulge in hysteria, but perhaps he has been too busy watching the spread eagle effect to observe anything so trifling. If he dislikes to see ladies riding (I should say women, for, of course, no lady would want to ride), why does he not stay at home? He might while away his time helping with the housework, or, failing that, a periodical that I am certain would afford him interest is *The Sunday School Recorder*, but no doubt he is already familiar with that. At any rate, please let him refrain from writing on us—may I say?—sportswomen; his remarks make us so tired.

(Miss) May Walker

THE SEVERAL LETTERS re ladies riding in speed competitions appear to have been prompted by the regrettable accident to Miss Hough at Harley Bank, and the writers imply, or seem to take it for granted, that the accident occurred because the rider was a lady, and for that reason did not possess the necessary nerve or ability a present day hill-climb demands, I am in no wise in favour of ladies racing, preferring to see them engaged in less dangerous pursuits; neither do I imagine the average lady is so mentally and physically fit for the sport as the average man; nevertheless, I think it is due to those courageous fair ones, particularly, Miss Hough and Miss Muriel Hind, to say that many male riders would need considerably to improve to equal some of their performances. With no desire to flatter, I maintain that a comparison of Miss Hough's cornering with that of the majority of the men riders in the first two classes of the Sutton Club event at Harley Bank put the men to shame. A clean sweeping curve with the machine at the limit of angle, it appeared on the verge of a skid the whole way round, and yet no trace of nerves or hesitation—not a wobble—and the same in the second heat until she struck that slight dip in the road centre, which at that speed meant a certain skid or a wider curve. She took the latter, and the spectators, who had been warned, proved her undoing. Here I would like emphatically to contradict a report that has gained currency to the effect that Mr Frank S. Whitworth, the agent for the machine she was riding, was responsible for the accident, owing to his expressing dissatisfaction, and asking her to do better on her next ascent. This is a gross injustice. He asked her to be careful, and to cut out if she found she could not keep on the inside of the crown of the road. Will irresponsible gossippers and others please note this? Motor cycling for ladies generally, luring or competing in reliability trials, seems in no way to detract from the womanliness of the participant; but hurtling at dangerous speeds with bent back and tense muscles in a hill-climb does not impress me with the sense of gentleness one likes to associate with the sex, although not implying that such denotes an absence of these attributes.

James L Norton



“This piece of flattened metal tubing entered the cover of a motor cycle tyre and embedded itself between the rubber and canvas without puncturing the air tube, until it gradually wore its way through.”

“THE 2HP HUMBER lightweight introduced eighteen months ago is now, we understand, selling in large quantities. This popular model is admirably adapted for the use of those persons indulging in golf, tennis, cricket, etc, enabling them to reach and return from their venue with the greatest of ease and a minimum of trouble. The figure at which this machine is now retailing is a very low one indeed, considering its efficiency.”

THERE WERE nearly 10,000 motor cyclists were among the 43,000 members of the AA and Motorists' Union.



The French were still making use of tandems, like this Rene Gillet, ridden by M Freinac in the Circuit de l'Eure road race. They also retained a love of dodgy looking beards.



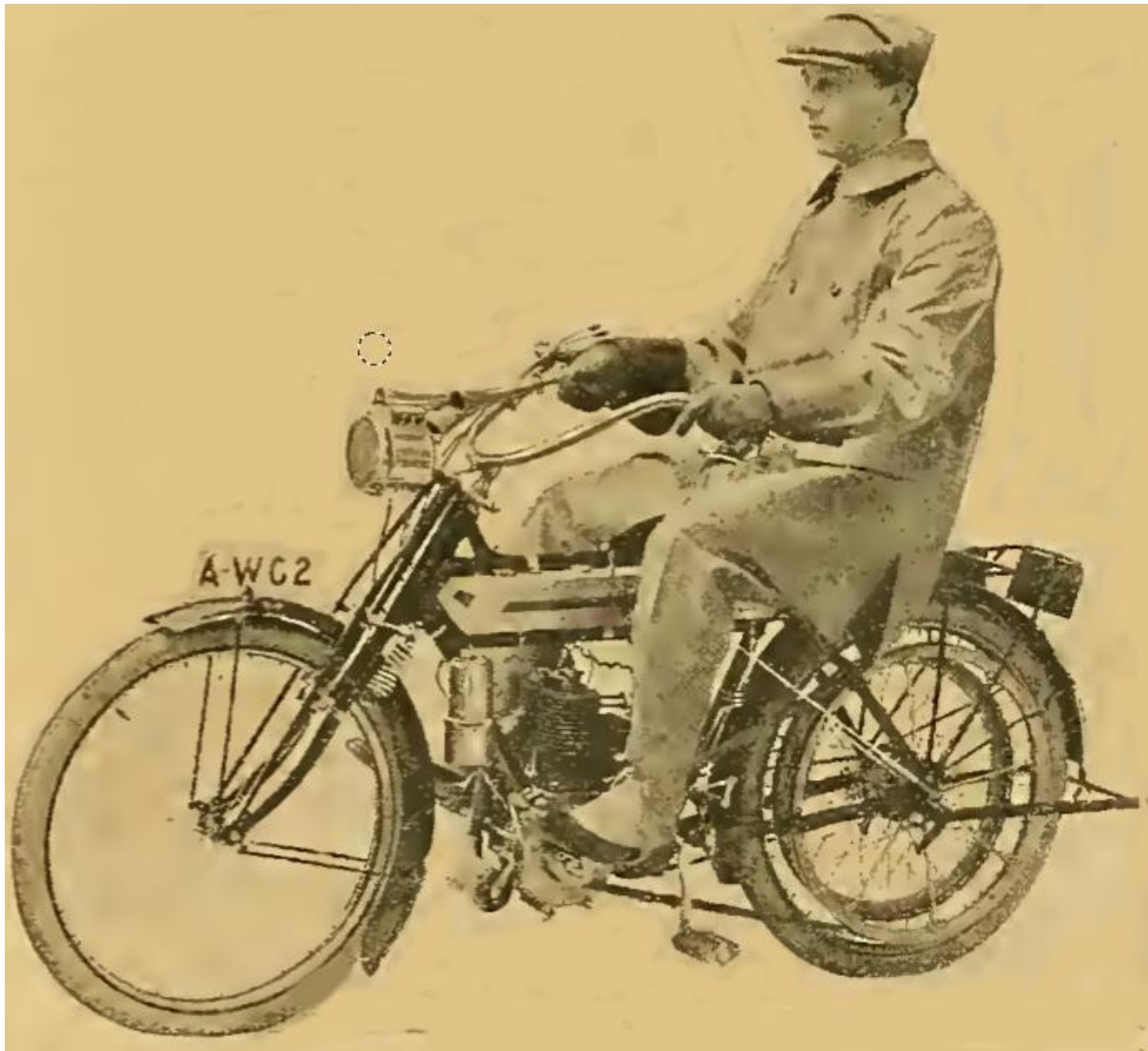
...and here's the winner of the Circuit de l'Eure, M Péan on his Peugeot.

GE STANLEY set a record for $3\frac{1}{2}$ hp machines of 75.5mph at Brooklands aboard his Singer. "It is not generally known that Stanley takes his inlet valve cam to all race meetings in his pocket, fits it on the spot, and removes it again immediately the event is over."



On August Bank Holiday WH Elce won the Brooklands Motor Cycle Short Handicap Race on his Rudge. Another Rudge, ridden by FH Arnott, won the Long Handicap Race. However this snap was taken a few weeks later when Elce returned to Brooklands for a stab at the 1-4-hour records. I've been unable to find out how he got on.

A GROWING number of RAC road guides were out and about, at the service of all riders displaying the badge of the ACU or an affiliated club.



“The 2hp lightweight Gamage, an up-to-date, well made little machine, fitted with Armstrong three-speed gear, wide mudguards, spacious luggage carrier, and strong stand.”

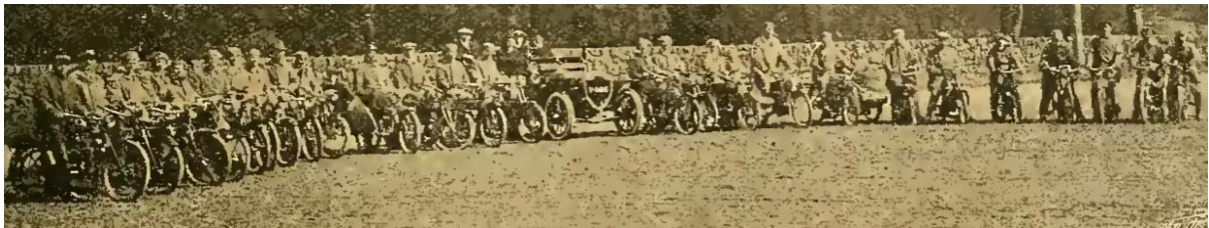
THERE WERE 53 starters including three women in the Coventry and Warwickshire Motor Club's Open Reliability Trial which featured nine severe hills including Sudeley Hill which, *The Motor Cycle* predicted, “will prove a stumbling block to motor cyclists for years to come”. Many riders reckoned this was the toughest reliability trial to date. Harry and Charlie Collier were out with big-twin Matchless outfits—Harry managed to tear the rear tyre off on the first right-hander and that set the trend. Only eight competitors managed non-stop runs. The excerpts from the report give a taste of the action: “S. Wright (Humber) and S Crawley (Triumph) experienced punctures, and were dogged throughout the day by the puncture fiend...GE Cuffe (7hp Indian sidecar) skidded round the bend, his sister, who occupied the sidecar, lying across the carrier to keep the rear wheel on the ground...AD Arter reported that his machine momentarily caught fire, necessitating a dismount...S Wright (Humber sidecar) arrived late, and reported five punctures...WF Newsome (free engine Triumph) appeared to travel as fast as anyone, but about midway up the hill he skidded for about ten yards, narrowly missing The Motor Cycle photographer, who threw his camera into the air and backed into the ditch. Newsome kept his engine running, and managed to correct the skid in wonderful fashion...MH Simpson (Rudge) skidded into the ditch...Walsgrove, who had successfully accounted for all hills on his 2½hp

Hazlewood, was brought to a standstill at Weston due to a stone jamming the brake on the front wheel...



Competitors and spectators on the Kenilworth Road at the start of the Coventry club's trial.

THE CANADIAN Motor Cyclists' Association was established with plans to reach agreement with the Federation of American Motorcyclists, allowing CMCA members to ride in FAM events and vice versa.



Scots on the road: Hamilton & DMCC riders at the start of a run to Moffat.

MANY AMERICAN riders were switching from acetylene generators in favour of pre-filled tanks of dissolved acetylene. A tank was said to supply about 20 hours' lighting.

THE MOTOR CYCLE, having repeatedly condemned 'unofficial' record attempts gleefully stuck the pen into a sponsorship-obsessed six-day claimant: "We have been informed by WJ Clarke, of Horncastle, that he has ridden 3,008 miles in six days by journeying daily round the following circuit: Horncastle, Market Rasen, Gainsborough, Doncaster, Gainsborough, Market Rasen, Mablethorpe, Louth, Horncastle. The circuit mileage (160) was officially supplied by Messrs. Bacon and Co. He tells us that he used a Win-Precision machine with a Villiers free engine. Kempshall tyres, Druid spring forks, Eisemann magneto, Oleo plugs, Senspray carburetter. Garner exhaust whistle, XL'All pan seat. Parsons's repair outfit, Stanley rubber belt, Cox-Walker double electric lamp, Pratt's spirit, Wakefield Castrol oil, Bowden control. Burberry's overalls, trousers, and coat, Piggott's Motover boots, and Chappel and Co's goggles. His principal food was Oxo and Blalkey's malted oats. Mr Clarke does not mention whose underclothing he wore, nor the brand of socks he favoured; there is also doubt about the name of his hatter."

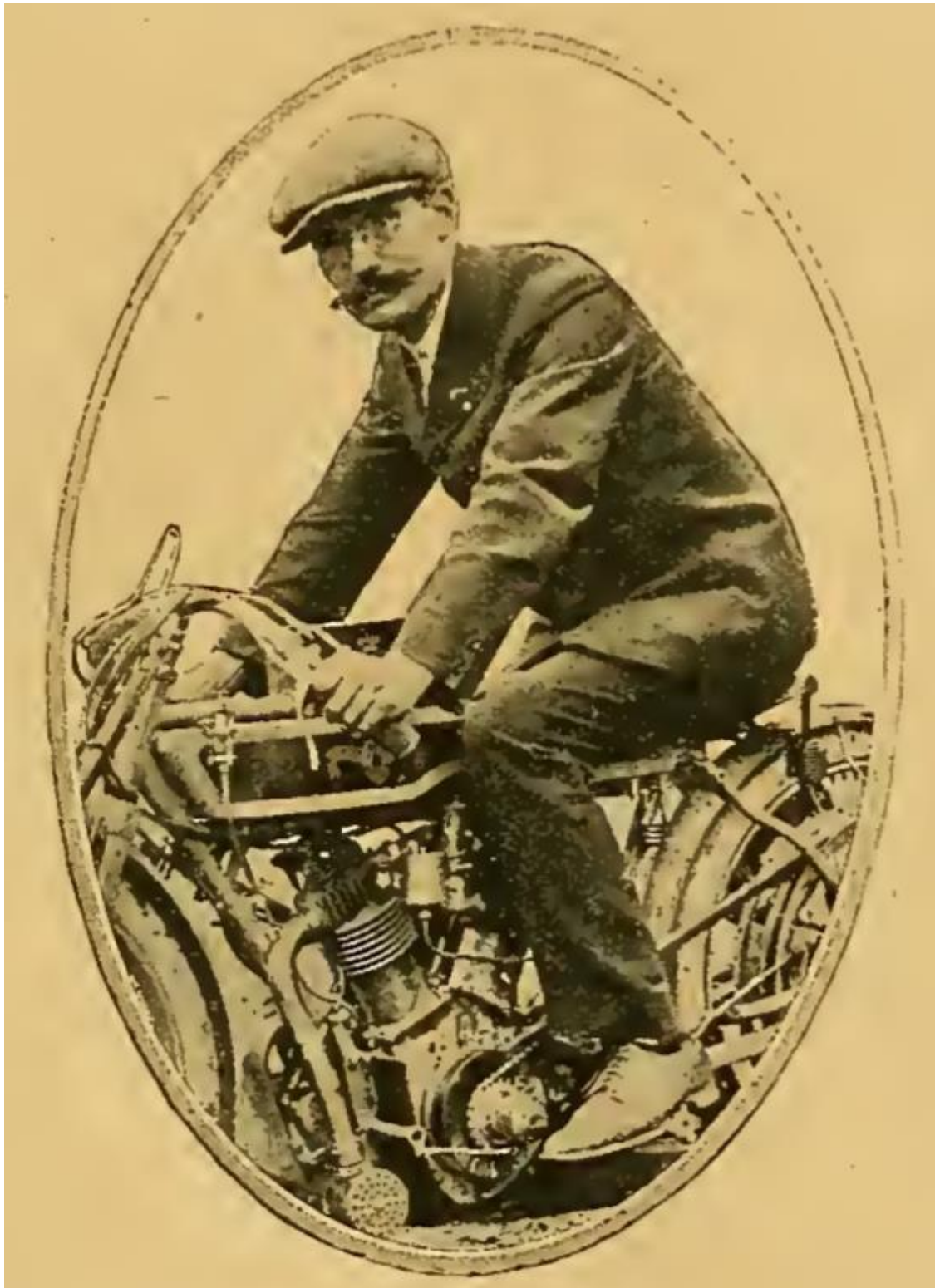


Even car manufacturers were setting up bike clubs. These members of the Daimler MCC were pictured at the start of a run to Leicestershire.

A WARNING TO the 'Knuts' [From Ixion]: "The desire for pre-eminence takes strange forms. A century ago periwigs, powder, patches, snuff, prim rose waistcoats, and duelling were the rage, and Bath was the hub of the universe. To-day, amongst quite a large section of our juvenile male population, Brooklands is the axis of the universe, and not to have an open exhaust, dropped handle-bars, overhead valves, bread-trencher pulley, and gnome-like head-dress is to be a back number. Speed has its usefulness, but the genuine speed merchant is born not made, and the born racing man runs risks that are not enviable, witness the sad death of Arthur Moorhouse and the closing chapter of poor de Rosier's racing career. A good many of our younger riders appear to take it for granted that men of every temperament and mentality can freely indulge in speed on road and track without prolonged previous experience at a moderate pace, whereas many of these dashing riders cannot be trusted to pull up without capsizing if their front tyre burst at a mere 40mph. Recent events have clearly proved the risks latent in high-speed work even for men of unique skill and considerable experience; and the comparative novice who opens out his new machine to 65mph within a week or two of delivery is nothing more or less than a crazy young fool."



WHEN I INTERROGATED the elder of the famous brothers, who are perhaps the best known motor cyclists in the world, he began to meditate, and gave me some interesting motor cycle history before he arrived at that event which provided the most exciting ride he had undertaken. The Colliers are essentially careful riders, and the fewness of their mishaps bears testimony to this. Harry Collier's first machine was a De Dion 'quad,' which he rode in 1899, and it was not until four years later that he began competitive riding. The eliminating trials for the International Race of 1905 saw him placed second, but still his riding was singularly uneventful. In 1906, however, he had an experience which he reflects upon with thankfulness for his immunity from an accident. After being chosen to represent England for the international race in Austria, he journeyed across to Patzau, where the big race was to begin. The course was over a road which had been primarily designed for oxen, and on the one side was a steep precipice, except for an interval of



Harry

Collier was sometimes overshadowed by brother Charlie, but he was a formidable competitor in his own right.

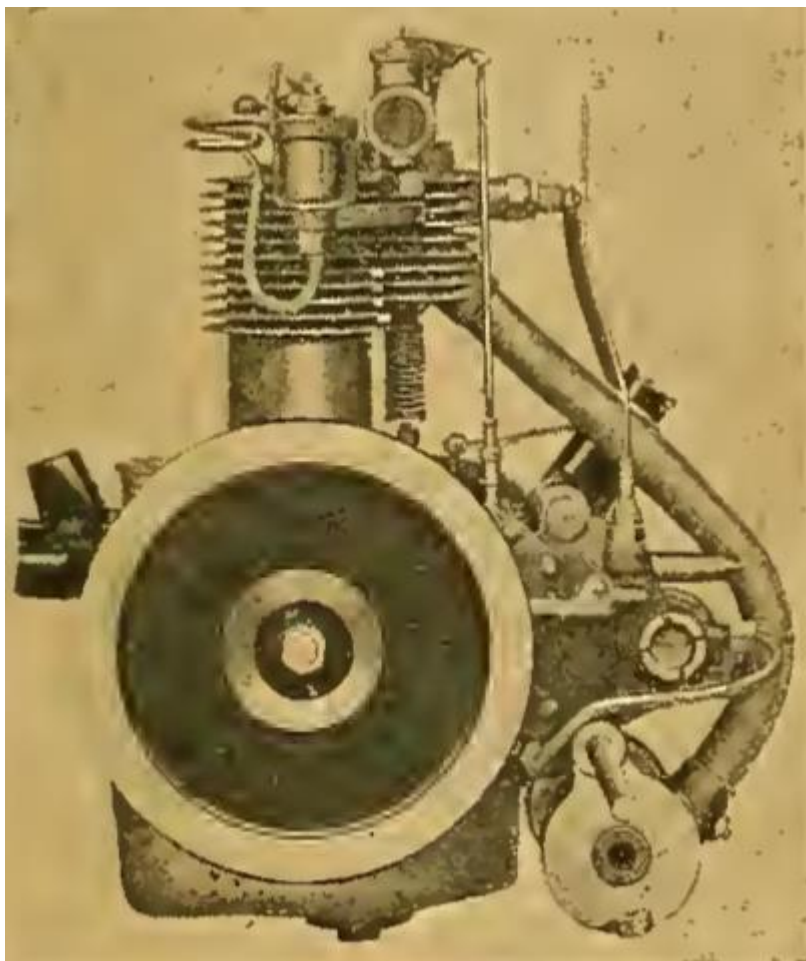
some miles, when the road ran along the side of a big lake. On the other side, the road was bounded, not by the grass mounds to which English riders are accustomed, but by huge stone boulders, while the road itself was terrible, both in its tortuous descents and in its irregular surface. During the race, Harry Collier went all out, passing competitors time after time, and keeping to the road by the greatest efforts. All through his nerves were at a tension to which they

were entirely unaccustomed, and when he did eventually finish, his first impression was one of relief at having come safely through the ordeal. He occupied third place. One unfortunate competitor hit the rocky side of the road and fell into the lake, breaking both legs and being nearly drowned, while others had accidents which Collier was thankful not to have heard about until he was through with the race. Collier has had some exciting times on road and track in so far as the striving for premier position has been concerned, but he reckons all his rides as child's play compared with that terrible race in Austria. "What about the Tourist Trophy Races?" I remarked, thinking to recall experiences which had befallen him in Mona. "I haven't had any excitement over there," said he, "other than the natural excitement of preparing for the event, for on each and every occasion I have started out with the idea of riding as carefully as possible, and consequently it has been nothing more than a somewhat monotonous run round the course at high speed. Charlie and I have always done well over there, but we have done it without excitement or untoward incident. No, the Austrian International Race was the most exciting event I have ever competed in, and I don't want to come across such another test of nerves. Of course, a motor cyclist cannot afford to be on speaking terms with 'nerves', but on such an occasion as that, where it was a case of being between the boulders and the precipice, one is in a high state of excitement the whole time, especially when the course is unfamiliar."



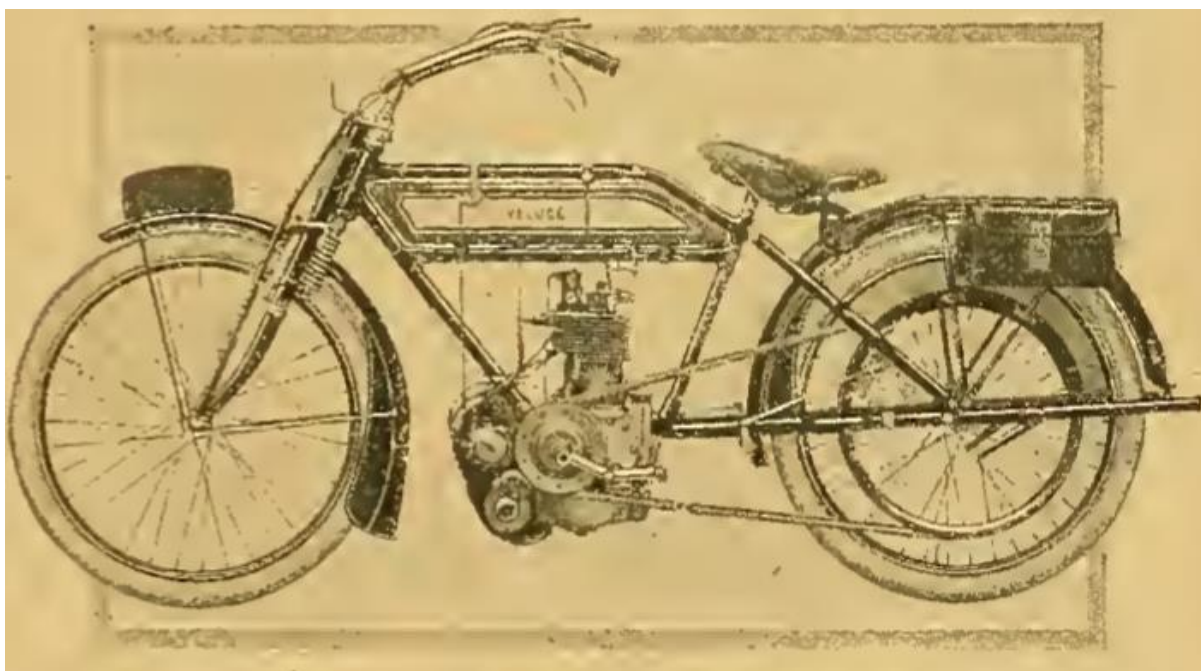
"Ensuring an easy start: At the start of the Rhnbina hill-climb S Davies (3½hp Triumph) preferred to sit on his machine and be pushed off by two stalwarts. He secured second place in his class."

ON A RECENT visit to Birmingham we accepted an invitation of the Veloce Co to sample the running of one of their 2½hp. machines. The day was not auspicious, for all the morning it poured with, rain, and in the afternoon dried up just enough to give the tramlines and setts a treacherous coating of grease. However, the low build and light weight of the machine emboldened us to make a start, so the low gear was engaged and the machine given a push, where upon the engine started to fire slowly, so slowly, in fact, that we were able to depress the gear pedal to the free engine position



“The 2½hp Veloce engine, showing mechanical lubricator and oil pump under crank case, also outside flywheel and overhead inlet valve arrangement.”

with great ease and then mount the machine in comfort and tuck in coat tails, etc, before engaging the clutch. The gears are operated by a rocking pedal with the left foot, pressure backwards engaging the low ratio, and forwards the high. On letting in the low gear the machine slid gently away, and after slight acceleration in went the high without a suspicion of jerk. As far as power was concerned the- low gear need never have been used, but we found it a great blessing in the thick traffic and on the greasy roads. A slight sing in the gears was noticeable but not unpleasant, whilst the exhaust and the valve timing gear are beautifully quiet. Through seas of mud we churned our way all morning, and though the particular machine lent us was fitted up in TT style with only regulation width guards they were so well arranged that the mud thrown up was not excessive. In the afternoon we had a practical demonstration of the advantages of forced lubrication, for on slippery roads in thick traffic one is relieved of all trouble in this direction by an occasional glance at the indicator. We noticed two points in particular, one was that the outside flywheel permitted the engine to run very slowly, and although it revolves in a contrary direction to the road wheels the effect is not noticeable; in fact, the machine is very steady in grease. Secondly, that throughout the heavy rain there was no suspicion of belt slip, which may be accounted for by the large geared-down engine pulley. The gear ratios used were 5½ to 1 and 9½ to 1 approximately. For the present year the 70x76mm [292cc] engine only will be manufactured, but it is possible that a larger model also will be marketed in 1913.”



“The complete machine. The large diameter geared down engine pulley will be noticed.”

THERE WERE 60 competitors in the Inter-‘Varsity Hill-Climb; Oxford beat their Cambridge rivals by 38 points to 15. “Oxford and Cambridge colours were freely, displayed on the machines, on sweaters, and in several cases by elaborate garters artistically placed round the left knee.

Robert, as the policeman on duty on the hill was affectionately called, did excellent work at the cross roads by the Lambert Arms, and was enthusiastically called forth to take his place in the photograph taken after the hill-climb. He modestly refused, but eventually was persuaded to take his place in someone’s sidecar, and thus to be handed down to posterity as one who did his duty, and who did it in the sportsmanlike manner usually displayed by that most excellent branch of the Force, the Oxfordshire Constabulary. The fact that every competitor was an amateur in the truest sense of the word rendered the event all the more interesting, and quite a refreshing change from the usual run of motor cycle events.”

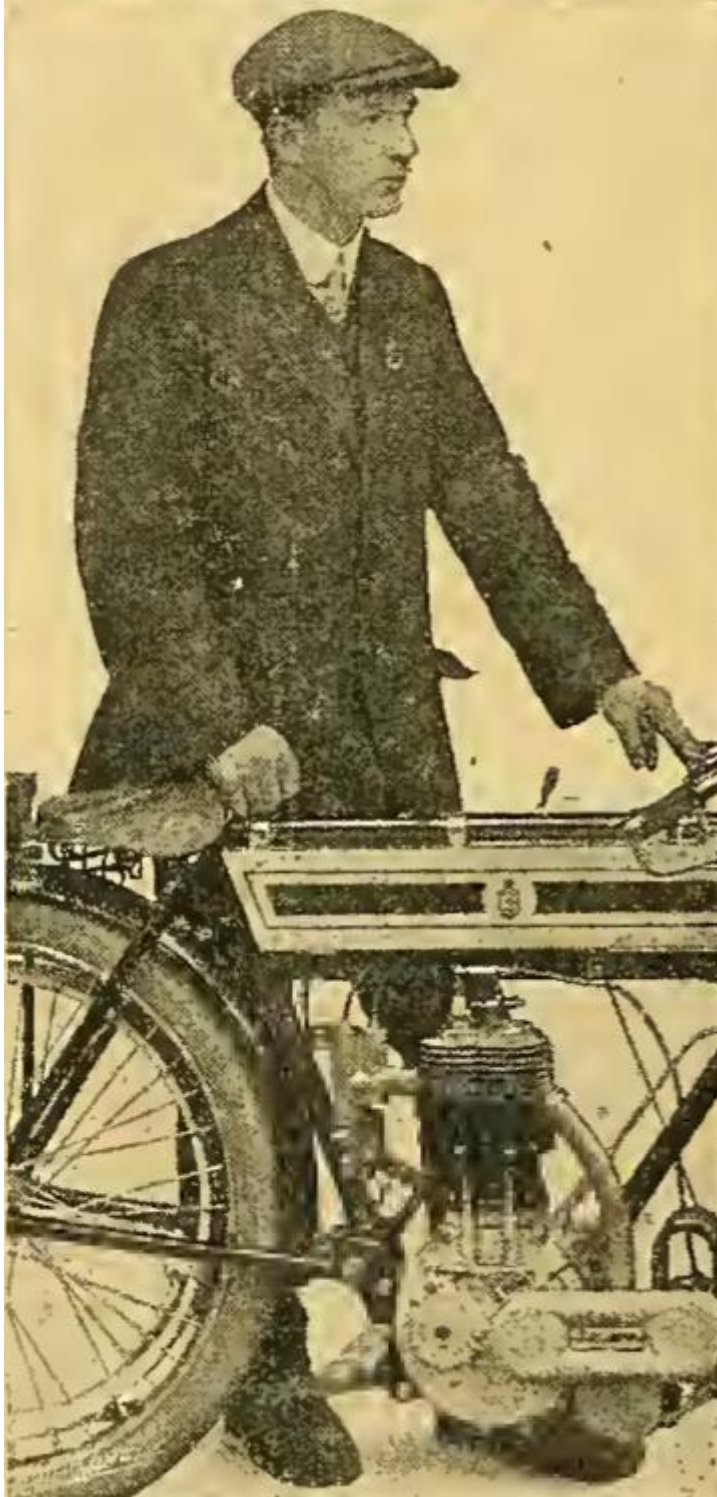


Left: OB Pratt (2½hp Premier), had two wins on time and two more on formula for Oxford. GW Phillips (6hp Blumfield) was thhe fastest rider in Class 3 (multi-cylinder machines up to 1,000cc); he rode in light blue.

MY MOST EXCITING RIDE : No. 2.—W. F. NEWSOME.

“MY MOST EXCITING ride?” queried WF Newsome, the famous Triumph rider. “I find it somewhat hard to answer that question, for most competitive rides are more or less exciting. At any rate, most of the races I have contested have had some exciting incident or other connected with them. I think the Tourist Trophy races have impressed me the most though, and of the

series the race of 1909 stands out very prominently. I had excitement on two scores in that race, for I narrowly missed an accident, and at the same time was going so well that I was near the top all the time. It became necessary for me to stop in the sixth round in order to make an adjustment, and as I feverishly opened my toolbag the usual little crowd of spectators came up, and I enquired of them as to where I stood in the race. One of them told me I



WF Newsome was third in the 1909 TT

and first among the one-lungers.

was lying fifth, and in my hurry to pick up the tools I dropped them all over the road. With one's nerves all on end and the knowledge that every second counts, fingers become thumbs, and my

average speed suffered through my haste. But I got the tools together again, and went off for all I was worth, knowing that I still held a sporting chance. In one of the subsequent rounds I happened to come abreast another competitor just before reaching the bend at the bottom of Creg Willey's Hill. I was over- hauling my man, but there was not much between our speeds, and we took the corner neck and neck. It was quite impossible for both of us to get round together, it being quite a difficult job for one to take the bend while going all out as we were. My heart was in my mouth, but, to my intense relief, the other man switched off, and this just enabled me to get round first. Never before did I feel so excited, and my nerves were pent up right through until the finish, where I pulled up very stiff. I had not worn goggles, and my eyes were full of dust and terribly sore, but they told me I had finished third in the race and first among the single-cylinders, as a result of which knowledge I quickly got into trim. It was a race in which every moment was exciting, and in which the incident at Creg Willey's corner stood out as the main feature of the ride." Newsome is one of the best known trade riders of the day, and since the retirement of Jack Marshall, who won the Tourist Trophy race in 1908, he has been chief rider for the Triumph Company. His exploits on hills and in trials rank among the greatest of motor cycling feats, and he is a rider whose exceptional success has not turned his head. Unfortunately he will be an absentee in this year's TT race.



"Inaugural meeting of the Luton & South Beds MCC at the Rose and Crown Hotel, Tring."

"THE VERY WORDS 'London to Edinburgh' have magic in them. Their very sound has a magnetic attraction which draws irresistibly, and this year attracted another record entry...Anybody who was anybody in the motor cycling world was there, and a right busy scene it was...A rapid glance over the machines revealed several points of interest. Commodore Sir RK Arbuthnot was there, having travelled all the way from Invergordon specially to compete. GN Higgs for the first time had entered a 2hp Alcyon in company with the well-known exponent of that make, ND Slatter. Slatter's mount was enamelled blue and was labelled the Blue Bird. The P&Ms entered, as they always do, looked surprisingly neat and clean...WH Bedford (Rex-JAP and sidecar) had a new and smart- looking electric lamp, the 'Nups' by Husband, of Leicester...HC Mills (Premier), Hemy (Service), and others more intimately connected with the industry, carried illuminated signs denoting the make of machine they rode. Howard (Zenith and sidecar) employed a neat

back-rest and a very complete set of touring bags...Karslake, on his invincible Rover, used a big FRS and two Cox-Walker electric lamps, and round his waist was slung an inspection lamp for reading his route card, which, we hear, will shortly be placed on the market by Messrs Siemens. Gwynne (Indian) relied on two Cox-Walker lamps and a Siemens battery only...Ten minutes before the start Mr Charles Jarrott, president of the MCC, moved off in his Rolls-Royce, bearing the two travelling marshals...Both members of *The Motor Cycle* staff who followed the run were well mounted—one on a 3½hp Zenith and the other on the 2½hp Motosacoche...Once under way the cold began to be felt, and when the suburbs were left behind it became intense...The writer rode the Zenith, which



“An unofficial check at the GNR crossing, Sutton Notts on the Great North Road. The riders getting away after the train had passed.”

pulled well, and, thanks to the fascinating Gradua gear, was a real pleasure to drive, especially up Digswell and all other hills encountered, where a touch of the gear handle eased the load and sent the engine roaring up the slope...The excellent refreshments at the Swan Hotel, Biggleswade, put new life into us. Coffee is a mild stimulant, and warms the interior better than any other beverage...Just when it was light enough, to see both the lamps on the Zenith went out, but, fortunately, it was just possible to do without them. I stopped for a stretch on the hill leading into Stamford, and Eli Clark came up and reported his back tyre had come off some way back...The worst part of the journey was over, and the men fortified by breakfast, the next section was tackled with lighter hearts and in better spirits. Incidents during the night run were few and far between. In the early days men used to fall asleep and tumble off, but cases of this kind are now unknown...At Crow Park level crossing the Zenith overtook the vanguard, nearly 30 being hung up by the gates being closed. The pace was now reduced, and the run into Donraster made ‘under easy steam’...York was reached at 7.15, after an easy run in a warmer and more congenial temperature, through Ferrybridge and Tadcaster...Brough arrived with a marvellously clean engine and an untarnished exhaust pipe. Bellchamber (Rover) reported an internal short in his enclosed magneto, which he traced and remedied without difficulty. Several entered for the cup became bored with the tedious necessity of keeping dead on schedule and continued the journey without heeding the necessary restrictions. Among these were Jacobs and Applebee. RC Davis arrived with a flat tyre, while Chater-Lea (Chater-Lea sc)



“Com Sir RK Arbuthnot, RN (3½hp Triumph), and TH Haddock 2½hp (AJS) about to leave York.”

had a puncture before Grantham. Southcomb. May was delayed somewhat by the carbon brush holders of his magneto coming loose. Huckle (Zenith sc) suffered carburettor trouble. White (Rex sc) reported delay through a loose magneto sprocket. LE Cass (Quadrant sc) had had trouble with the cones on his Armstrong gear coming undone. The York check, where breakfast was served, was in the capable hands of the Rev EW Gedge...At York a water cart had been busy on the tram lines, and several riders were performing complicated evolutions in consequence...Nearly all the way between York and Newcastle the competitors were bunched more closely together, and this afforded an excellent opportunity of studying the running of the various makes. In particular the two Motosacoches were interesting, as they were getting along at a steady pace, which pace, to one riding a heavy single, came as a surprise. Certainly these small machines have wonderful engines...Newcastle would have proved an awkward place to negotiate but for the excellent way in which the police held up all traffic for the competitors. The control was outside the Newcastle & DMC, and its arrangement was excellent in every way...Before the leading singles left the first sidecars were arriving, all looking well and apparently running to time. The light FN and sidecar seemed especially cursed with tyre troubles, a fate which this small engined combination by no means deserved. Out of Newcastle the road is the worst in England, and as no care had been bestowed on it the bumping was awful...At Belford a neat surprise check caused an unseemly flutter, quite half-a-dozen riders hastily concealing themselves behind a stone wall and consulting watches. In many cases the check was too much for them, especially as a marshal walked out and caught them redhanded as it were...Some miles outside Berwick one of the Douglas riders passed astride the carrier of another Douglas. He had suffered a stripped timing gear at Berwick. Here also the Swift had sprung a bad leak in its tank, and it was only by doing much temporary repairing that the

machine was driven to Edinburgh. Into Cockburnspath, where there was another control, the road was again vile, and everyone was horribly shaken. The Scots, as usual, were most enthusiastic, every village being crowded...Then at last Edinburgh was reached, with crowds of people all standing in the road as close to the



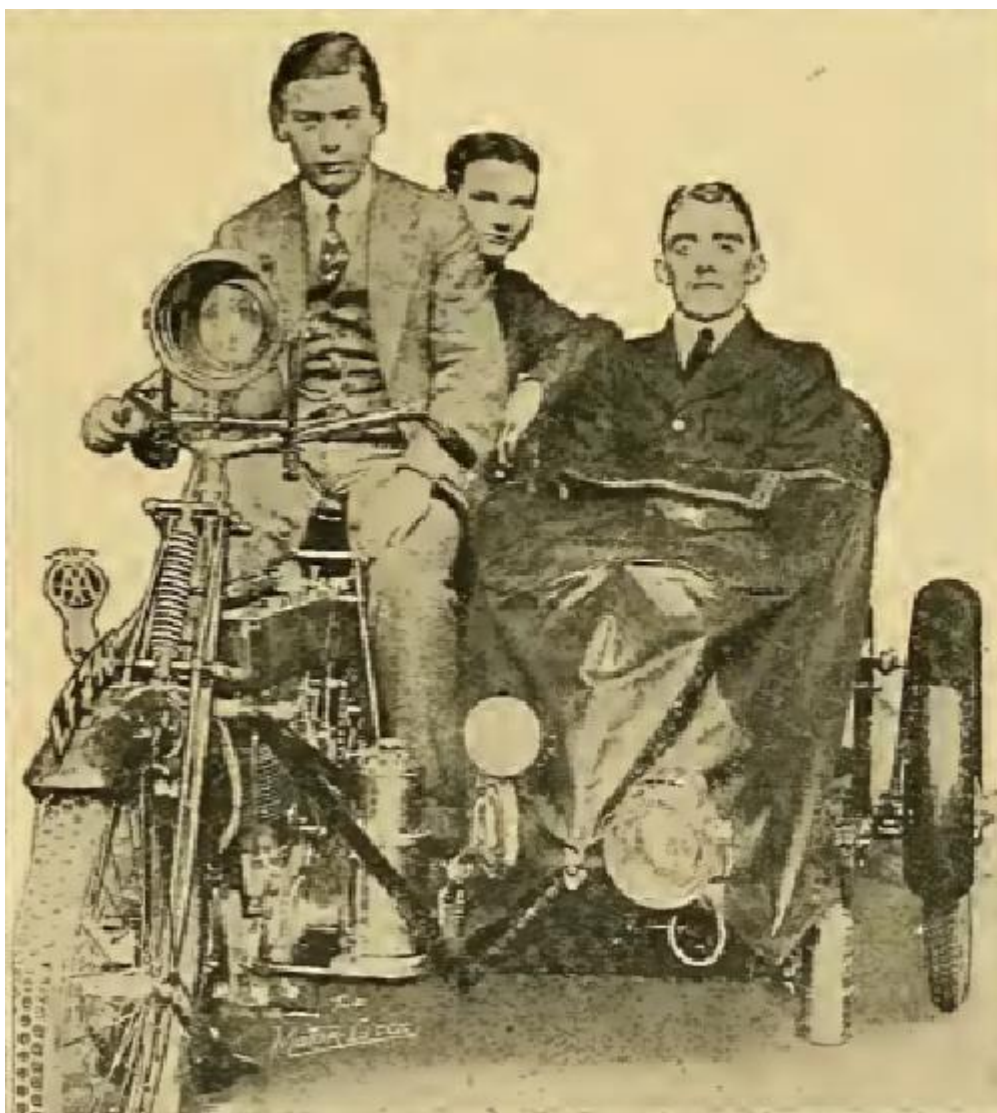
“RO Clark (2¾hp FN and sidecar) travelling at a good speed between York and Newcastle. The photograph was taken from a sidecar just following. Clark’s FN is the smallest engine to complete the double journey with a sidecar and passenger.”

competitors as possible. Fortunately, the Edinburgh police are excellent traffic managers, but even then it took an open cut-out and a low gear, shouts, and, in fact, all the noise possible to reach the Royal Hotel in safety...Marians hurt his arm through a saddle spring breaking, and McKeclinie, on the Dot, broke his collar bone, due to a burst tyre. Luckily, a man with a knowledge of first-aid was present, and by the time a doctor (who was also a sidecar passenger) came Marians’s arm had been bandaged up. McKechnie was removed to Morpeth by the driver of a private car, who very kindly cleared out all his passengers in order to accommodate the injured man. Howe, on a Rudge, ran into the roadside during the night, and appeared considerably dazed when picked up, but was otherwise unhurt. North upset his sidecar and himself at a corner, due, it is said, to his passenger being asleep and not hearing the request to lean out. Frankenstein also arrived at Edinburgh with a smashed lamp and buckled front mudguard, while another report speaks of a smashed Rex beyond Morpeth...Gerald Bunn (ASL) had the flattest head lamp that has been seen for some time, due to charging a wall at Morpeth...In Alexander’s garage a great deal of work was being put into the various machines preparatory to the



RE Guest (8hp Matchless sidecar) leaving the Doncaster check. This private owner has been most successful in competitions of late.

return journey. Boswell (Ariel) had a leaking tank, Letchworth (Bat), Peppercorn (Baddeley), Webb (Bradbury), and Deacock (NLG) all had smashed lamps or brackets to attend to, Beal (NSU). was busy with a new oil pipe nipple, Wasling (Enfield) repairing a mudguard, while on the GWK a cover had been changed and the friction wheel replaced, as it had been badly scored during the run. On the small FN and sidecar the seat pillar and inlet pipe were repaired while the driver and passenger were busy with the rear tyre...Glorious weather again favoured those of the competitors who had entered for the return journey, of whom 74 had been timed out of Edinburgh by FT Bidlake. A large crowd assembled at Barnet to welcome the arrivals. The first competitor to sign on was W Cooper, who brought the news that Brough was



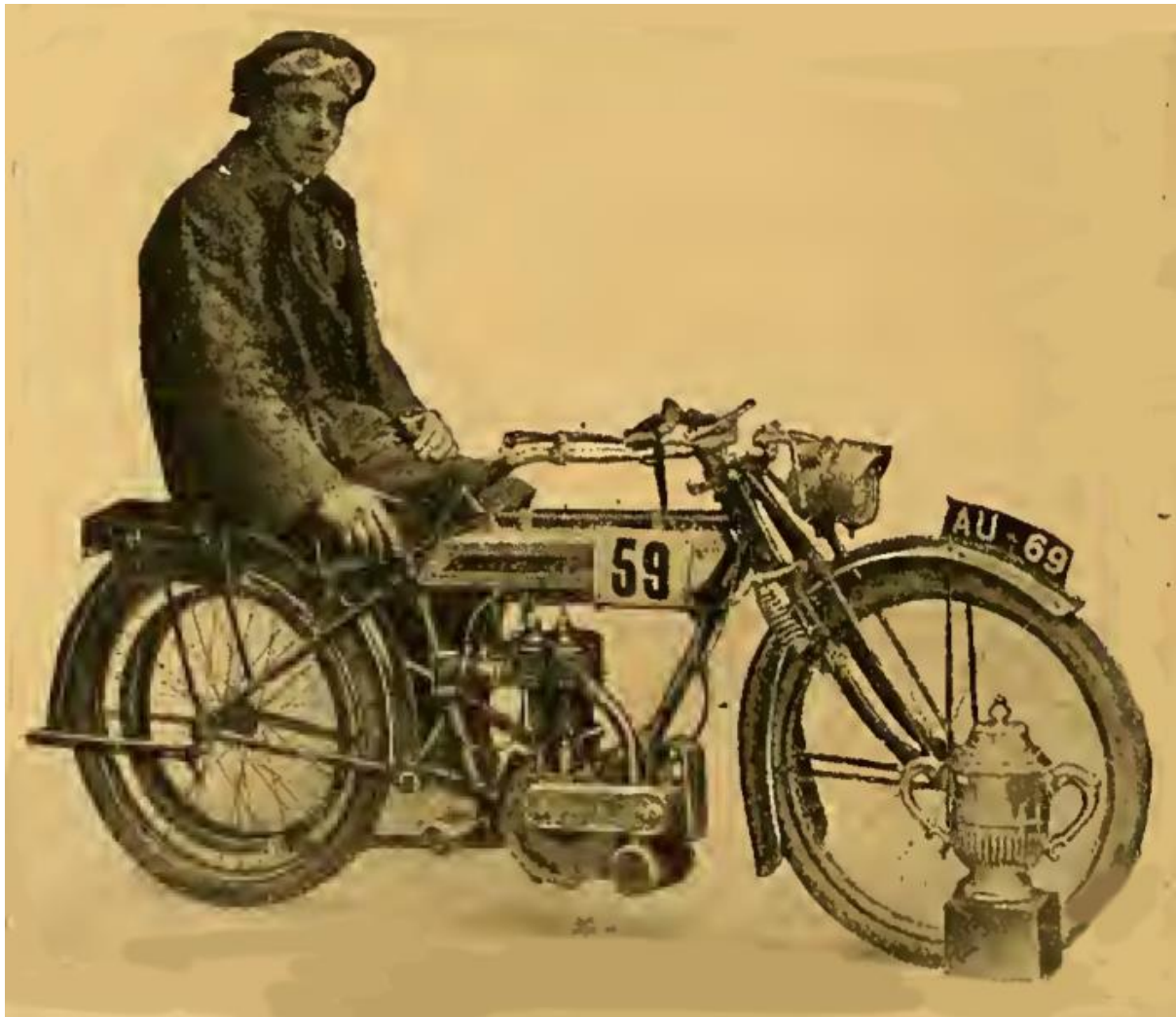
FE Pither won a

gold and ran three-up on the whole southern leg.

running to a second, and that despite two punctures north of York he had reached the control punctually. Two men carried extra passengers. Begley had Baker on his carrier, whom he had carried on part of the outward journey and all the way back. Baker had had trouble with a bearing. Dew had timing gear trouble at Berwick on the way north, and was brought in by Fletcher, while Pither suffered tyre trouble. London-Edinburgh awards: For the third year running George Brough won the Motor Cycling Club Challenge Cup for covering the round trip most closely to schedule time so he got to keep it (the Blue 'Un rightly called it a "marvellous performance"). 1, G Brough (3½hp Brough), Error 0; 2, H Karlake, 3½hp Rover), 1min 5sec; 3, AC Robbins (3½hp Humber), 4min 25sec; 4, WB Gibbs (2¾hp Douglas), 4min 51sec. Wells Cup, for the sidecar outfit covering the London-Edinburgh leg with the lowest time error: 1, F Smith (6hp Clyno sc), 0; W Pratt (3½hp P&M sc), 1min 49sec; 3, H Huckle (Zenith sc) 3min 14sec; 4, WA Jacobs (6hp RexSidette), 7min 20sec. Clark Cup, for the sidecar outfit covering the round trip with the lowest time error: F Smith (6hp Clyno sc), 0; 2, A Abbott, (3½hp Bradbury sc), 2min 29sec; 3, TG Proctor (thp Indian sc), 7min 6sec; 4, CF Halsall (8hp Matchless sc), 9min 20sec; gold medals (single journey), 55; gold medals (double journey), 67.



“WP Tippet (Humber), and ND Slatter (Alcyon) at the finish of the run.”



"MCC Challenge Cup Winner: By winning the MCC challenge cup in the London-Edinburgh and back competition three years in succession, George Brough, of Nottingham, now becomes the holder. To win the cup he has covered 2,377 miles, his total deviation from schedule time being 10min 43sec in 1910, 5min 44sec in 1911, and nothing this year—quite a record in itself."



Hill-climbing extraordinary! After the London-Edinburgh Run, P Platt, one of the successful competitors, drove his 3½hp Bradbury up Nottingham Place, Edinburgh, a steep acclivity, with six passengers on board.



“WHICH IS MY most exciting ride?” said Godfrey, in response to my query. “I have had so many, you see.” I saw that I must jog his memory, for I had an idea of my own as to which was his most exciting ride, and I put it to him in one word. “Frome,” I suggested, remembering that some five years ago Godfrey had sped up Frome’s Hill, near Hereford, at a

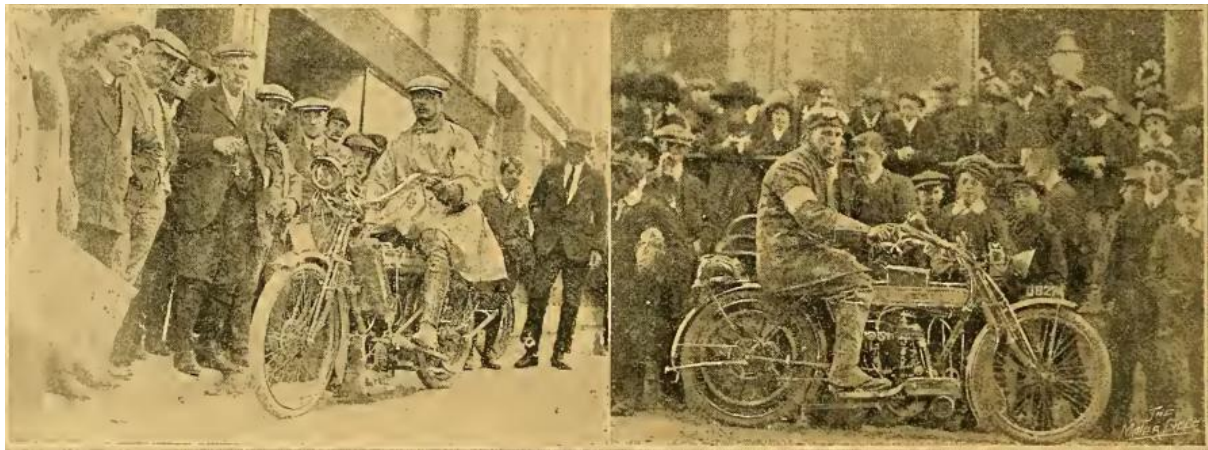


OC Godfrey with the TT

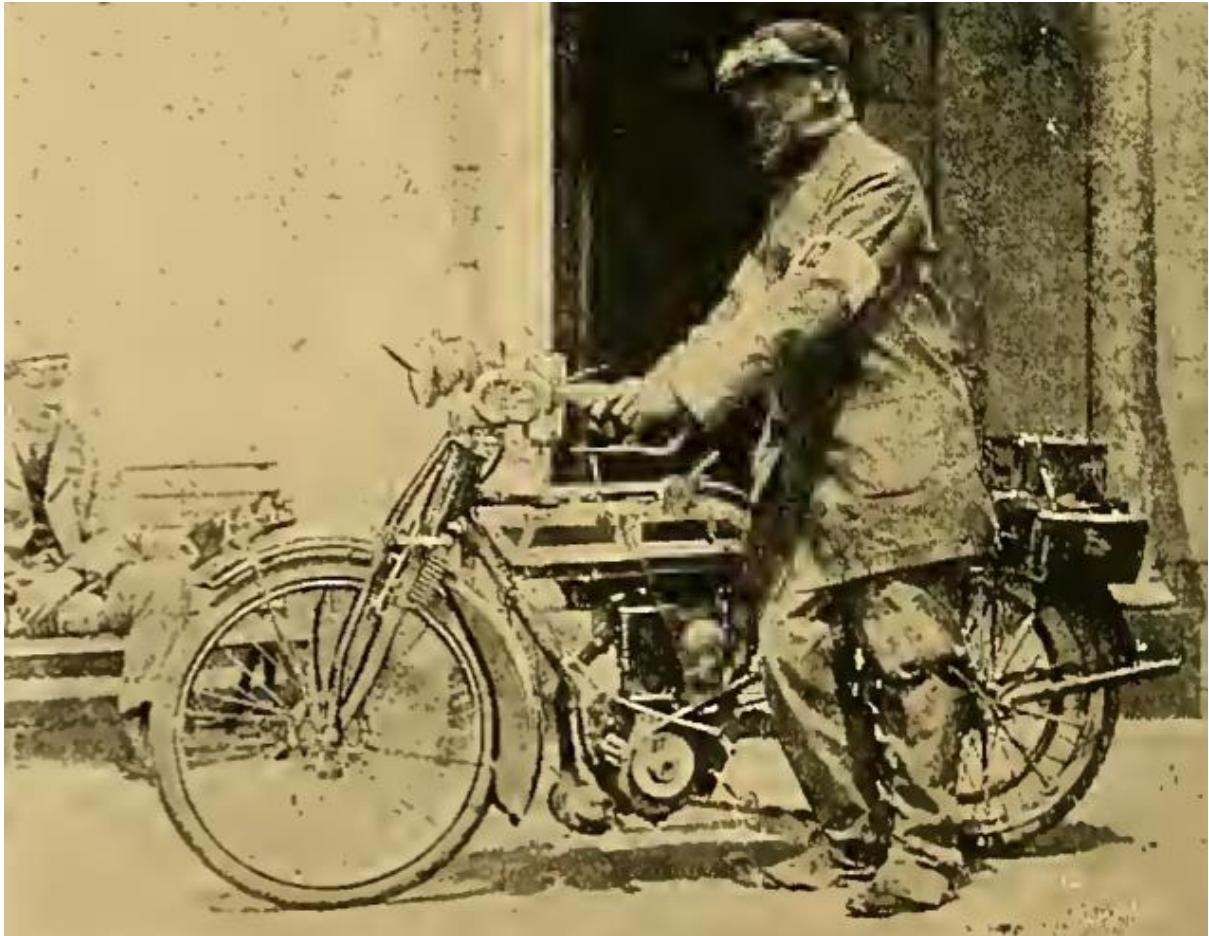
trophy—but his most exciting race was elsewhere.

terrific speed and collided with a spectator at the top. “No,” said Godfrey, “I remember nothing of that incident, for I was knocked senseless at the top, and the ride remains a blank. All I know is that it was my first experience of a fast motor cycle. Last year, in the Tourist Trophy Race. I had some excitement, for although I started out with an idea that I should finish near the top—for I knew I had a fast motor cycle under me—yet I experienced blue funk at the corners and sighed with relief as I passed them. But that was nothing compared with another experience of mine, and I think I can easily call this my most exciting ride. It was at the Easter meeting of the Brooklands Club last year. During the week-end I had competed in the London-Edinburgh Trial, and arrived back in London on Sunday morning, without having slept since Thursday night. “Straightaway to Brooklands I went to get my Indian in trim for Monday’s races. I was terribly keen on winning, for Jake de Rosier had recently come to England, and I suppose I wanted to create a good impression. Jake helped me tune the machine, and after a little practice I went

home and snatched a few hours' sleep. On the morrow I was dead tired, but I managed to get to Brooklands, and, in a semi-stupor, I realised that the first race in which I was engaged was about to start. I don't know exactly how I got started, but have a hazy notion of the limit men going off, leaving me at scratch to catch them. It was quickly apparent that my machine was very fast, and I just let her all out, and lay down along the tank, but half awake. I kept near in, and recollect the occasional purring of the other competing machines as I passed them one by one. Still I lay along the tank while the Indian sped along. I was sufficiently master of my senses to turn into the finishing straight, and I won at the fastest speed which has been credited to any winner in a motor cycle race at Brooklands. Once in the paddock, I felt myself losing all knowledge of everything, and I fainted away. While on the track I was kept awake merely by a determination not to throttle down as I was tempted to, and the very strength of that determination kept my brain active, but at the finish I was thoroughly knocked out, and a big bruise all over my chest denoted the heavy manner in which my body rested along the petrol tank, I can recall many narrow escapes and exciting adventures on road and track, but none of them occasion such dread within me as that terrible ride on the track at Weybridge." It is known that OC Godfrey is contemplating retiring from racing events.

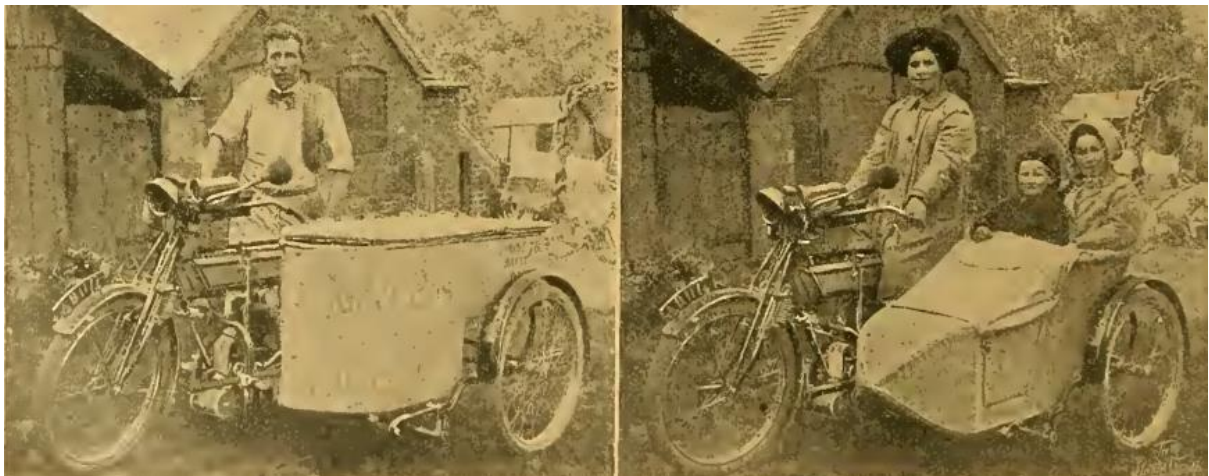


The Birmingham MCC's second Land's End trial attracted more than 40 starters. Pictured (left) at Penzance is R Vernon C Brook (3½hp water-cooled Precision) and H Rem Fowler (3½hp Norton). T Pollock won the Lycett Trophy; AD Arter was runner up and won the sidecar trophy, both rode 3½hp James.



Halfway through the Birmingham-Land's End-Birmingham run WTL Spiers (3-speed Macbeth-Precision), pictured at the Land's End Hotel.

A BRITISH CONTINGENT rode in the Meeting Automobile du Mans, staged by the Automobile Club de la Sarthe et de l'Oeust. RG Munday (Singer) won the 500cc class, with HG Dixon (New Hudson) second and V Taylor (Rudge) third. In the 350cc class the first three home were HG Dixon (New Hudson), J Cocker (Singer) and Pean (Peugeot). HG Dixon also won the sidecar class, ahead of Bouville (Bedelia). And in the hillclimb that followed the road race, Mundy won the lightweight and 500cc classes with Dixon as runner-up—Dixon went on to win the sidecar class.



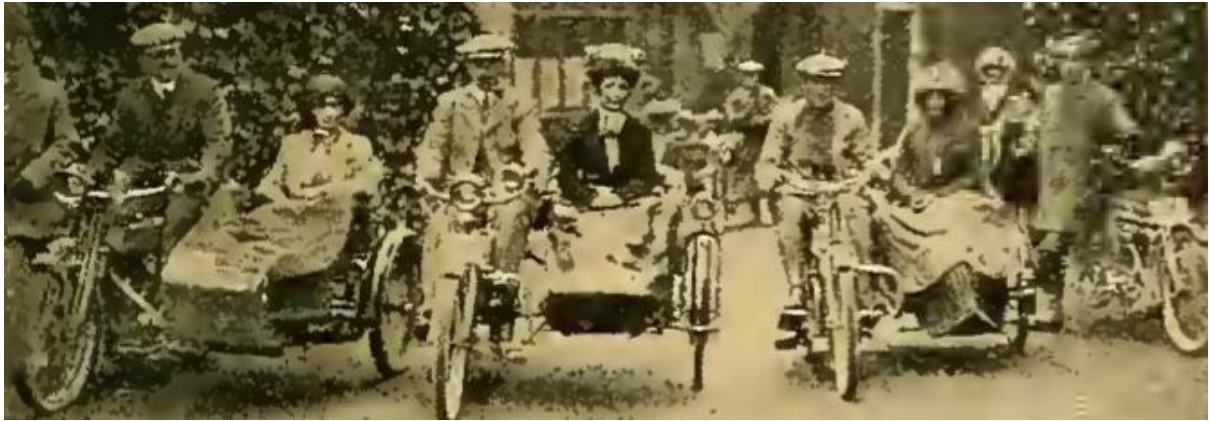
"The photographs show how, by a simple conversion of bodywork, a 3½hp Humber is made to

do dual work in the capacity of a business and pleasure vehicle. the owner, W Baseley, tells us that he has covered over 15,000 miles on his machine without trouble. He has climbed Mow Cop Hill, N Staffs, with a 12-stone passenger in the sidecar.” [This is a progenitor of what came to be called a ‘tradesman’s box’ sidecar, not to mention the wide range of specialised tradesmen’s sidecars that became ubiquitous until the arrival of affordable vans.]

THE COVENTRY AND Warwickshire MC staged its fifth Welsh run, incorporating a speed-judging competition that was won by JR Haswell (two-speed Triumph sc). Souvenir were handed out for completing the run (via Coleshill, Shrewsbury, Llansaintffraid and Llanfyllin to Lake Vyrnwy) within 5½ hours. “EA Gorton (6hp Rex Sidette) lost his souvenir by about two minutes, and reported he had stopped to chat with Miss Hind in Shrewsbury.” Following the run the whole contingent, of about 50, had a go at some hill-climbing then “continuing along the stony ridge on the side of the mountain, which is a route not recommended to be followed in a hurry or in the dark, the members journeyed to the Hand Hotel, Llangollen, the headquarters.” The next day they headed to the steepest hill in Wales: “Bwlch-y-Groes rises 1,750 feet in two miles, the gradient for long stretches being as steep as 1 in 4. It was intended to hold an impromptu hill-climb on the southern side, the prizewinner to be the one who got highest up, but when WF Newsome had reduced his gear to 6½ to 1 and made a clean ascent at the first time of asking, the competition idea was dropped. This was really a marvellous achievement, and is undoubtedly the first authenticated ascent of the mountain pass...A number of members of the Merionethshire MCC had read of the Coventry club’s proposed onslaught on this hill, and had gathered to witness the fun, Most of the other members of the Coventry club had a try, but all were doomed to failure except Sam Wright, whose 3½hp two-speed Humber went sailing merrily up the hill in the same way that it annihilates every hill that comes within its path. He and Newsome, two veteran reliability trial riders and racing motor cyclists, deserve every credit for their fine performances. Immediately the members had had their fill of mountain climbing it commenced to rain, and a ride home in the pouring rain, via Welshpool, Shrewsbury, and Coleshill, will long be remembered. “



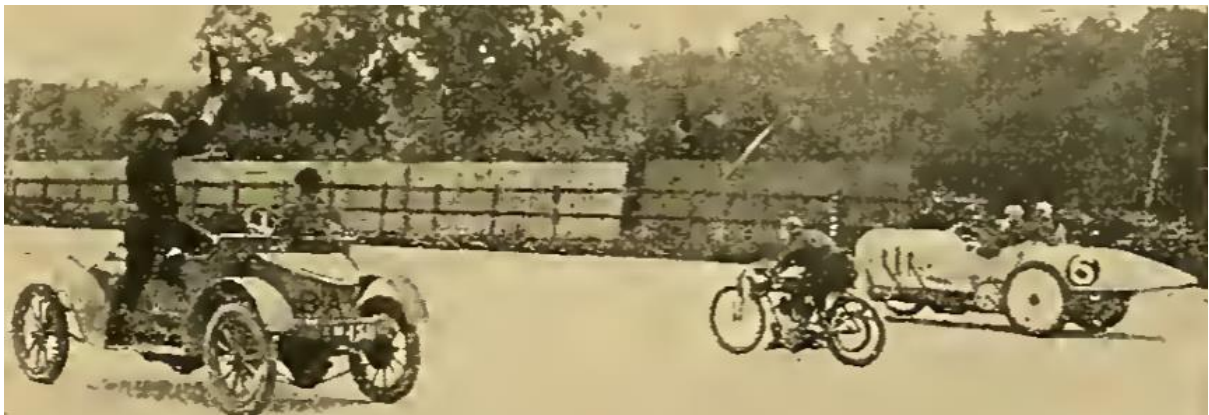
At Llangollen. Scene in the Hand Hotel yard, The Coventry & Warks HQ for its Welsh run.



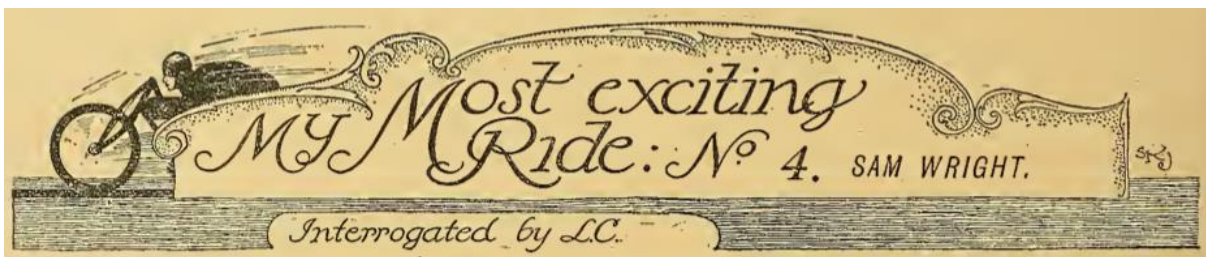
“Some of the successful sidecarists in the Coventry and Warwickshire MC Welsh run. CT Lloyd (6 hp Rex Sidette), A Wright (3½hp Triumph and sidecar), and A Elson (4hp two-speed Singer and sidecar).”

RAY SEYMOUR (7hp Indian) lapped the Los Angeles track to set new records from 1-20 miles. His overall average was 93.25mph and his first mile average was 97.82mph—a world record.

THE MARTIN-JAP put Croydon on the motor cycling map. The 1¾hp, 270cc model set a world kilometer and mile records at just over 66mph and just over 64mph respectively. The 2¾hp model also set world records of over 68mph for the kilometre and over 65mph for the mile.

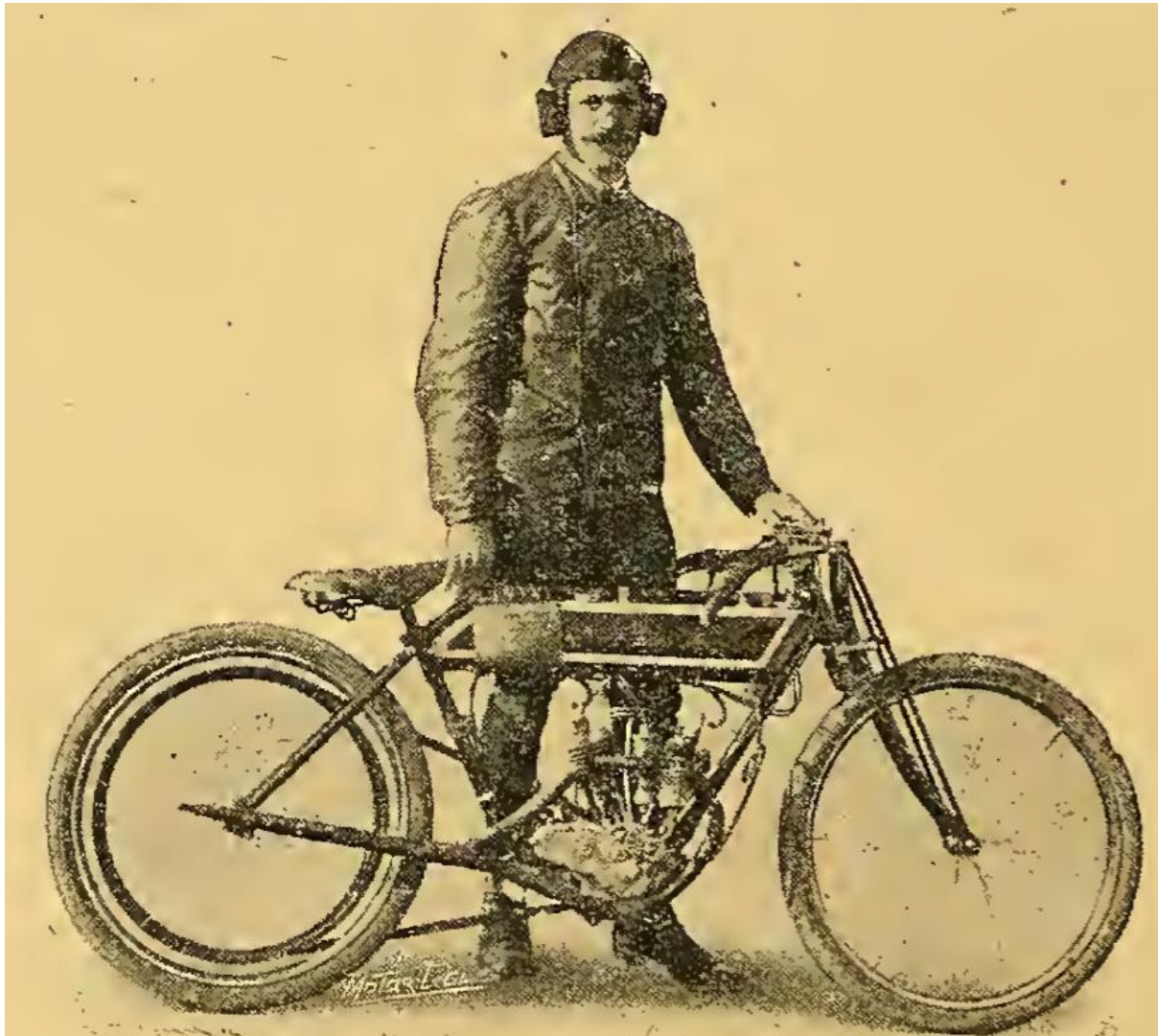


Charlie Collier on his 998cc Matchless took on FR Samson driving a 9,237cc 49hp Mercedes in an invitation race at Brooklands. The car won. (The Motor Cycle commented: “CR Collier recently had an accident, the result of which is still, unfortunately, affecting him.”) Brother Harry (pictured) on a 741cc Matchless, took on H Petit driving a 2,694cc 22hp Bedford; after three laps (8 miles 269 yards) the car won, by 250 yards.



SAM WRIGHT HAS had a considerable amount of experience on the road, but on trying to hunt up an exciting incident in his career he could not think of anything beyond the many little incidents which every motor cyclist encounters. “At Southport,” said he, “in the speed trials of 1903, I had an exciting time at the end of the kilometre race. I was riding a 2¼hp Excelsior, and

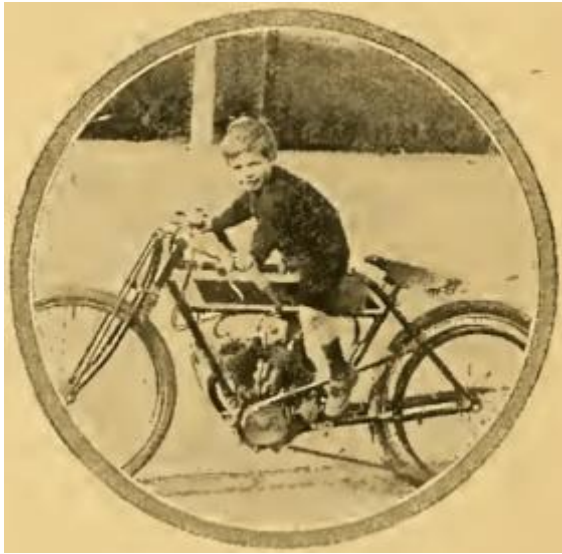
had just completed the course at a speed of 62mph, when I found myself running into a gradually narrowing avenue between rows of cars. Then one row gave place to a wall, and as I sped through one hand grazed the wall while the other grazed the cars. I don't know how I kept the machine up, but I did. But for real excitement, I think



Wright: Every rider has to find his own tips.

my hour record ride in Class B at the Brooklands Track last November was the race. With my watch on my wrist I saw that I was lapping at about 2m. 45sec and I knew this was good enough for record. Gradually the hour began to close, leaving me in a state of great excitement. First I would look at the watch, then turn and see the lap scoring cards at the fork, denoting the distance I had done. All the time my ears were keenly waiting, almost expecting that some mechanical trouble would put an end to my aspirations. As the time drew shorter this terrible apprehension, which I could not get rid of, became more pronounced, but I kept on going, getting everything I could out of the engine, which, despite my morbid feelings, was doing its work well. On I went, the great white track flying beneath me as I covered lap after lap and saw the scoring board faithfully chronicling my distance. At last the end came, and with considerable relief I switched off with the satisfaction of knowing that the record—nearly fifty-nine miles in the hour—was mine.” This record was made in Class B (under 350cc) on a twin-cylinder 2¾hp Humber lightweight. On interrogating Wright as to riding tips, he was most emphatic in declaring that every motor cyclist has to find his own tips, and that the experiences

of one man are of no value to another. "You must," said he, "adapt your brains to your own particular machine, and by your very knowledge of it, learn tips which nobody else could give you. If there is one thing which is



"Following in father's footsteps."

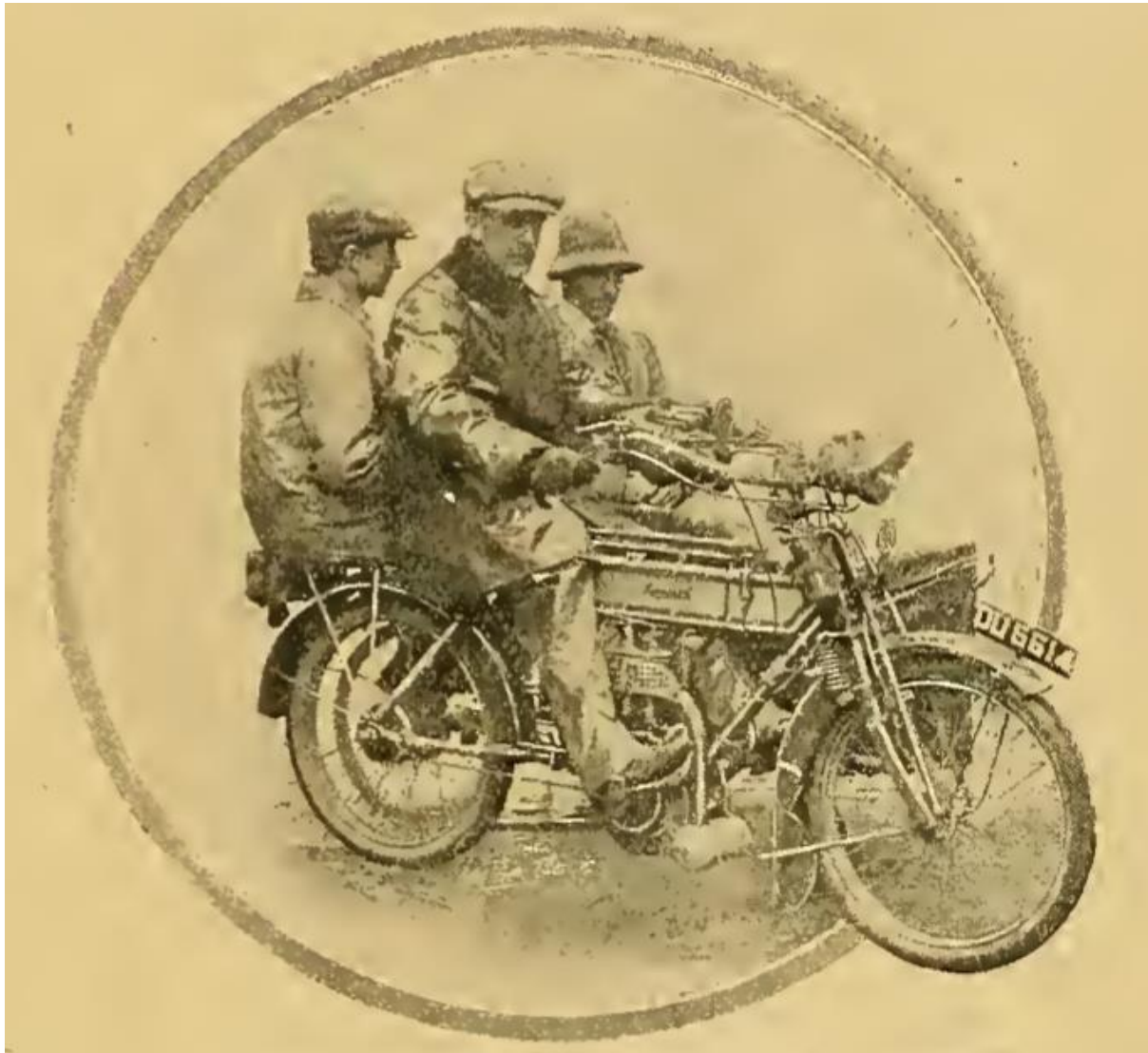
general in its requiring attention, one thing which every motor cyclist must do to ensure good running, it is the care of the carburetter. Always look after your carburetter; it is the main thing. You can generally trust the engine if you look after the subsidiary contrivances. Half the trouble on the road is caused by faulty carburation, and still more can be traced back to it." Sam Wright's most recent achievement is an ascent of Bwlch-y-Gioes, more commonly called Dinas-Mawddwy. This mountain pass rises 1,250 feet and is two miles long. Wright is one of two riders successfully to reach the mountaintop. He was mounted on a 3½hp two-speed Humber. The summit of the pass is nearly 1,800 feet above sea-level, and the road is exceptionally rough, being covered with large flat slate stones. Up to this year Sam Wright had the distinction, probably unique, of never having stopped involuntarily in a motor cycle reliability trial. He is usually chosen as one of the Coventry and Warwickshire MC team in the Team Trials, and has more than once helped to annex the club championship trophy on his Humber.



“Edgar Russell on his home-made machine, which is fitted with mechanically operated overhead valve engine. He won the Haskard-Mitcham cup in the recent Derby & DMCC reliability trial.

A FEW DAYS ago we accepted an invitation to test the hill-climbing powers of a $4\frac{1}{2}$ hp single-cylinder Excelsior. Accordingly, a solo machine, fitted with a Sturmey-Archer three-speed gear, and a sidecar machine, fitted with the Roc two-speed, were brought round. We arranged to go our usual test run to Edge Hill, and thereupon mounted the solo machine, which was fitted with a Lukin automatic carburettor. The engine started at once, and turned over extremely slowly and steadily, showing the presence of plenty of fly-wheel and good carburation. We slid away, and were in the high gear (4 to 1) in a matter of a few yards. The run to Edge Hill was uneventful, and on arriving at the hill we made a clean ascent on the top gear, the engine never showing a sign of knocking. At the top we waited for the sidecar outfit, which came up in style—so well, in fact, that Mr Carson, who was piloting it, was confident that he could take three up. This time we moved to Sunrising Hill, and on reaching the bottom slightly reduced the gear to 5 to 1, and straightway turned round and ascended the hill. The high gear was in use right up to the sharp corner, which so reduced the speed that the low gear was put into action. The weight of the machine in full touring trim and with a sidecar was 3cwt 2qrs, which, with the combined weights of the three passengers, brought the total to approximately $7\frac{1}{2}$ cwt. It is interesting to note, in view of recent discussions, that this fine performance was done with a Binks two-jet carburettor. After the climb had been accomplished we returned to the bottom of the hill, shed

our third passenger, and took charge of the sidecar machine ourselves. We were thus enabled to judge of the steady pull and simple control of the machine. The climb was accomplished in fine style, and as we neared the summit the rider of the solo mount rushed past us on top gear. The run home was uneventful, except for the pouring rain. As a sidecar mount we were deligh'ed with the 4½hp Excelsior, which is capable of a fair turn of speed, and will keep up an average of at least the legal limil or more without showing the slightest sign of overheating.



The 4½hp Excelsior two-speeder as it ascended Sunrising Hill with three passengers.

TEAMS FROM THE ACU and Edinburgh & DMCC went head-to-head in the Anglo-Scottish Inter-team Hill-climb at Lanton Hill. Each side fielded five singles, four twins and two combos. It was a damned close-run thing. The ACU won the single-cylinder class by an aggregate 13sec; the Edinburgh lads won the twin-cylinder and sidecar classes, cutting the sassanachs' lead to just 7.2sec. Having settled the team event they had an individual hill-climb with classes for engines under 500cc, engines over 500cc and 'unlimited scratch'. AJC Lindsay, a Scot, won the under and over 500 classes; CW Jamieson, not a Scot, won the scratch race.



AJC Lindsay of the Edinburgh club gets down to it on his 5hp Matchless.

“THERE WAS PROBABLY the biggest assembly of motor cyclists ever gathered together in England at the ninth inter-club team trial for The Motor Cycle 50 guinea challenge cup.” The entry list of clubs was certainly the biggest to date: Bedfordshire & DMCC, Birmingham MCC, Bristol MCC, Bristol C&MCC, Derby & DMCC, Coventry and Warwickshire MCC,



The 50 guinea cup presented by The Motor Cycle for The Inter-Club Team Competition Challenge.

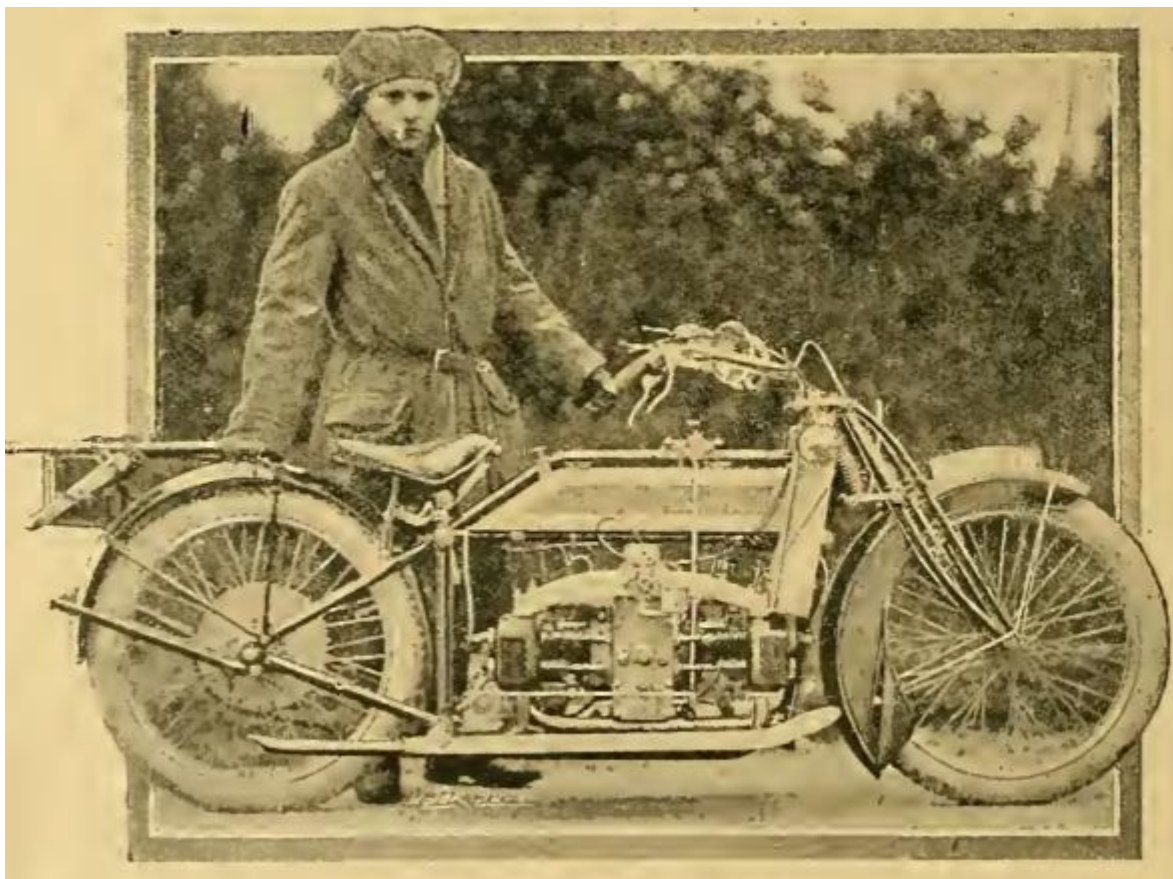
Essex MC, Herts County MCC, Leicester MCC, Liverpool MCC, Luton and South Bedfordshire MCC, Mersey MC, Motor Cycling Club, Northants MCC, Norwich & DMCC, Norfolk MCC, North-west London MCC, Nottingham & DMCC, North Middlesex MCC, Oxford MCC, South Birmingham MCC, Sheffield and Hallamshire MCC, Streatham & DMCC, Sutton Coldfield and Mid-Warwickshire AC, Walthamstow MC and Wolverhampton MCC. The ACU team trial having fallen by the wayside the MCC's reliability trial carried all the more prestige. As a reliability trial is proved, or otherwise, riders' ability to maintain their machines by running them without involuntary stops and to ride them to a strict schedule. The first non-stop run by an entire team

of six was not made until 1909, by which time the Coventry MC had won the old trophy outright with three wins; the MCC had also won three times. Coventry won again in 1910 but in 1911 the Derby & DMCC took the honours. Now it was the turn of the Nottingham & DMCC. The Coventry club was ruled out at the start when one of their riders, H Williamson, was unable to get away on his 8hp Williamson outfit (which, it transpired, had suffered a broken clutch spring). The Mersey MC also lost a rider at the start when FC Jones' Bradbury was stopped with a blocked jet. By coincidence a blocked jet also left the Mersey club's neighbours from the Liverpool MCC a man down when PP Syvret's Rex failed to get away. Thereafter things settled down; in fact The Motor Cycle commented: "We deplore the fact that the course was not more severe, as the contestants would have been weeded out so much more effectually. As it was, the run was a mere jaunt, and the last two rounds somewhat tedious." There was the usual crop of



The victorious Nottingham & DMCC team: NO Soresby (3½hp Rudge), JR Sylvester (3½hp New Hudson), CR Smith (4½hp CCR), J Farnsworth (3½hp Rover), J Richards (3½hp Sun) and AE Lolo (8hp Champion-JAP outfit).

punctures and other misfortunes—the Derby club's hopes of retaining the cup were dashed when two of their men were disqualified for losing their way. "And so the afternoon progressed, trifling troubles gradually thinning the ranks. The villagers turned out in their hundreds to watch the long line of riders file past, the boys, having quite a memorable day throwing their hats at the machines. We saw some of the competitors making a collection of caps, and as a lesson to some of the rascals Sam Wright caught two or three and carried them two complete laps before returning them to the



Competitors at the Team Trial were treated to the first public showing of a new marque. The imposing 8hp Williamson was powered by a 986cc in-line flat twin made exclusively for Williamson by Douglas.

owners. This action had the desired effect. Several droves of cattle hindered the riders, and a heifer which ran almost wild, and attempted to race one bunch of competitors, helped to vary the monotony." In the event the victorious



For the first time clubmates rode together as teams; these chaps are from the South Birmingham MCC.

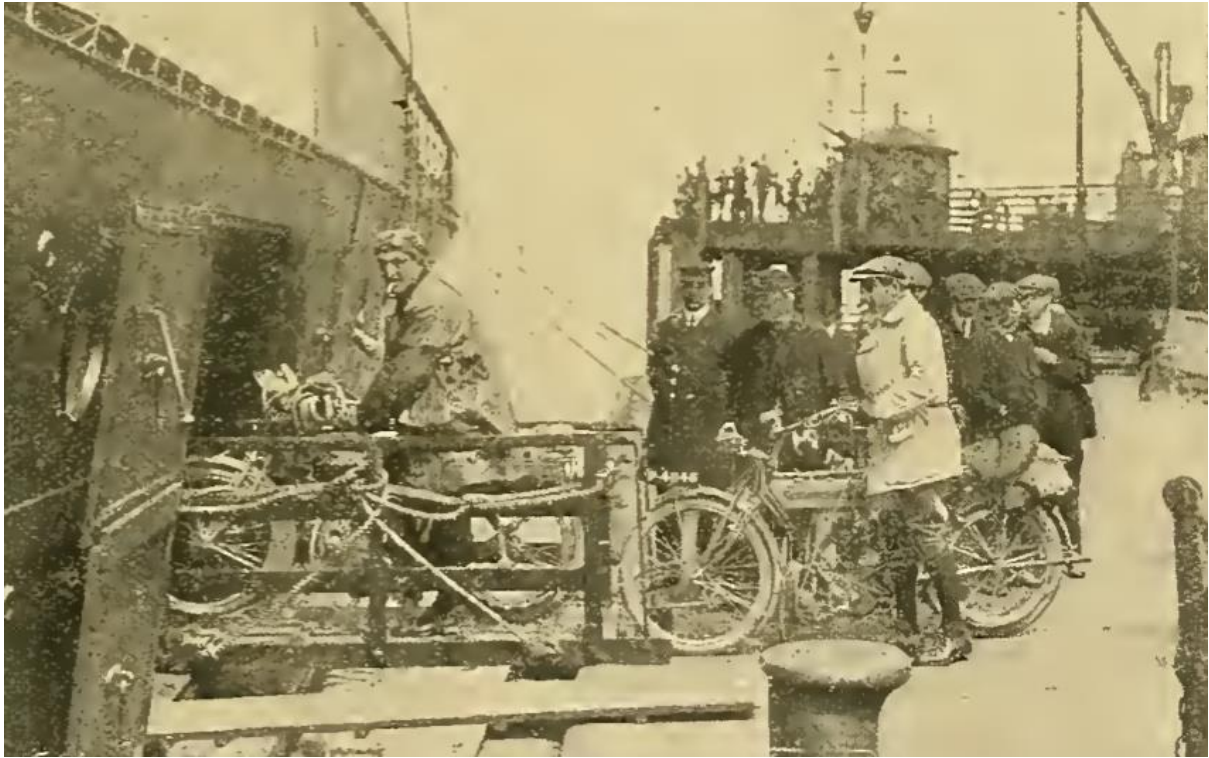
Nottingham & DMCC's aggregate time error was 61min 20sec, followed by the other five clubs to achieve full scores (eg the entire team made non-stop runs): Bedford & DMCC (68min 21sec), South Birmingham MCC (69min 36sec); Motor Cycling Club (75min 23sec); Bristol MCC (79smin 47sec); and Walthamstow MC (82min 0sec). There was a postscript: "Of the South Birmingham team, JH Percox (Alldays) had water in the petrol, and L Poole (BSA) had his one-gallon spare petrol tank come loose, and carried it under his arm for forty miles, then his stand fell, and he kicked it up innumerable times until SA Rowlandson, riding behind, closed the spring by kicking it up against the back tyre. Considering the above, the South Birmingham Club's performance in being plated third is an excellent one."

CB FRANKLIN ADDED to Indian's record tally, lapping a windswept Brooklandsto set records at two, four, five and six hours and at 250, 300 and 350 miles. He consistently lapped at over 60mph and made a number of laps at 71mph. "No mechanical troubles were experienced, the only stop being for refreshment and twice to change the tyres as a precaution." Franklin's Indian used Wakefield 'Castrol' oil and Wakefield wasted no time advertising the fact, proclaiming: "300 miles in 282 minutes—The most astonishing ride in the world...Unprecedented in the annals of motor cycle history."



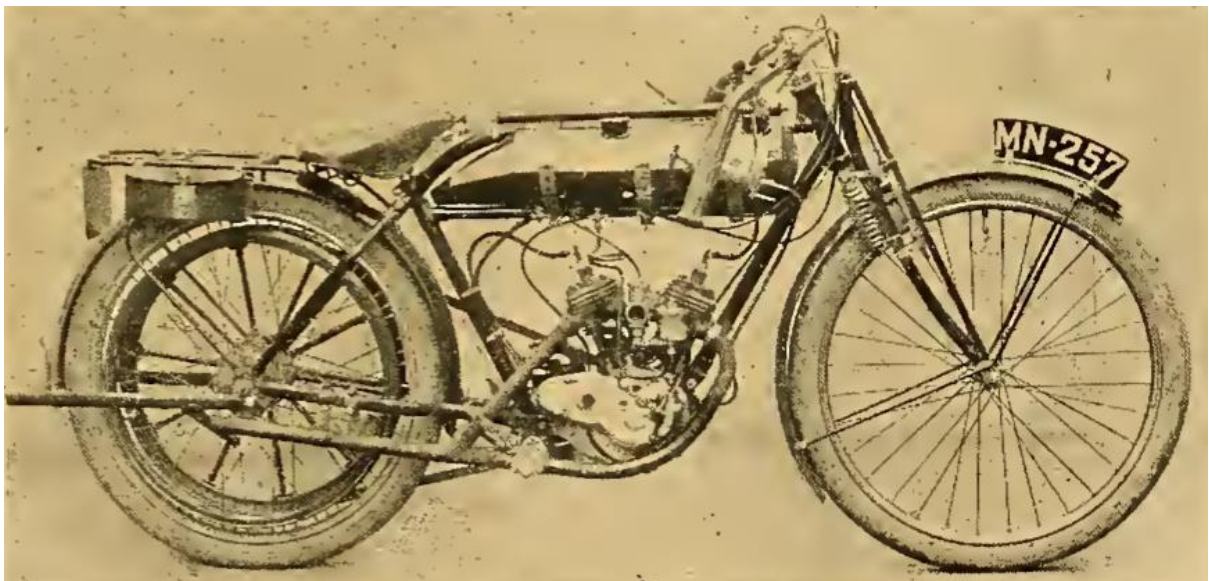
Franklin added to Indian's tally of records.

NEW ACU SDT regs for 1912: "Every driver of a passenger machine must supply a full-sized waterproof rug for the comfort of the observer. The trial is open to genuine tourist machines only. A list of what may and may not be carried in the way of spares is given. Tyre repair outfits, sparking plugs, valve complete, magneto parts, belts, belt fasteners, chains, tyre levers, inner tubes, control wires, and nuts and washers may be taken, but no other spare parts of any description may be carried on the machine or on the person of the competitor or passenger."



"The Mecca of Motor Cyclists: Hardly a day has passed this month without motor cyclists crossing to the Isle of Man. Above may be seen a Rudge and Triumph rider wheeling their machines aboard the *Viking* at Liverpool, They had ridden from the Midlands."

CANADA'S FIRST sidecar race was won by Percy Barnes (Triumph); he covered the three-miles course in 5min 3sec. AF Astley was runner-up on another Triumph; M Amos was third on a Rudge. The meeting, hosted by the Toronto MCC at a half-mile dirt track, also featured a five-mile 'private owners' race and a five-mile 'Tourist Trophy'; both were won by N Newport on a Triumph. The main event was a 25-mile race won by seventeen-year-old Canadian champion Harold Cole on an Excelsior.



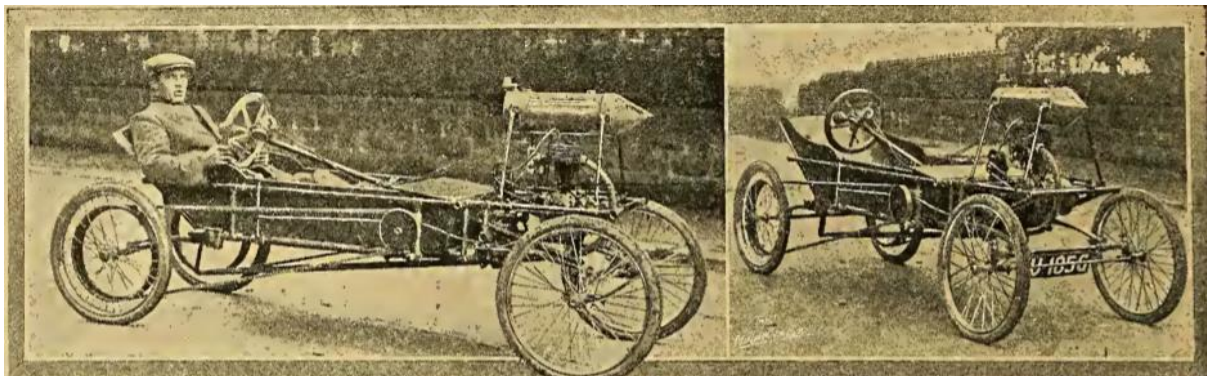
Humber's 2 $\frac{3}{4}$ hp 350cc Junior TT twin, sporting an enlarged fuel tank.

"A SIX 'DAYS Trade Trial is to be held in the States shortly, and we understand that a Pinkerton detective will guard the machines each night of the trials. The Chicago Motor Cycle Club is the organising body."



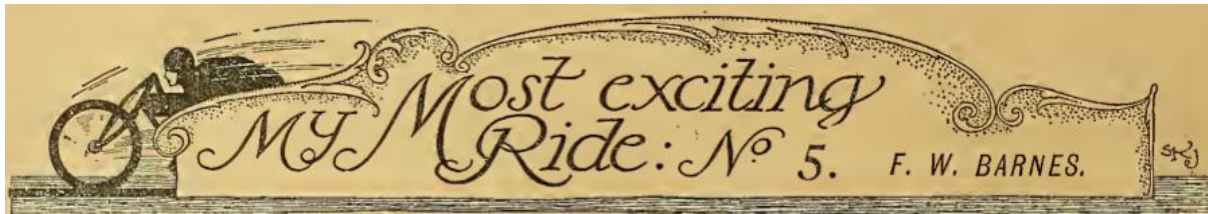
Longest day pilgrims at Stonehenge: June 21st being the only day in the whole year that at sunrise a shadow is cast by the Heel Stone across the Altar Stone at Stonehenge, it was made the occasion of a pilgrimage at daybreak by members of the Universal Bond of the Sons of Men and many Americans. Our picture shows a number of motor cycles whose owners rode in before sunrise to be present.

THE ORGANISERS of the Paris Salon decided they didn't want any motor cycles in the 1912 show. *La Revue de l'Automobile* commented: "We have touched upon almost virgin soil, on which we have worked and fertilised, and have sown with good seed, full of promise for the harvest; now the fruits are ripe, we retire hat in hand before the English, who come to gather in the results of our labours. Poor France!"



"A cyclecar of light construction has been built by Mr VG Vitanoff, of Harrogate, whose age is only 21. It has a 3½hp Blumfield engine. To the engine-shaft is fitted a Chater-Lea leather-to-metal clutch, thence by chain drive to a two-speed gear box, from the gear box by means of another chain to a counter-shaft, and finally to the back wheels by two rubber belts, thereby relying on belt slip to act as a differential. The little car is a very commendable effort, and no doubt the next machine turned out by Mr Vitanoff will incorporate many improvements."

MAUDES MOTOR MART produced a handlebar mascot comprising "a metal figure of a policeman, and in front is a small screw propeller. As the figure travels through the air, on the front of a motor cycle at speeds above four or five miles an hour, the propeller revolves and works the arms of the figure up and down."



“I HAVE HAD so many exciting rides,” said FW Barnes, when I tackled him on the subject, “that I could fill a volume, but there was one which I shall never forget. Most rides, currently exciting, become mere subjects for amusing anecdotes in retrospect, but my sidecar record ride with Weatherilt in the passenger seat at Brooklands on March 7th was, nerve-racking enough. You must realise the enormous strain on the engine, frame, and tyres with a sidecar, going all out on Brooklands, with its many rough patches, before you can have any idea of the prevailing conditions in a two hours’ ride at nearly fifty miles an hour. We had made adequate arrangements, and Weatherilt, instead of lying down in the car, had to replenish the oil and petrol tanks by means of a special appliance, and keep his eyes on the sidecar wheel, the watch, and lap scoring card. We soon accelerated to top speed, and were on the mile a minute mark after a steady lap. After seventeen laps Weatherilt with difficulty managed to replenish the petrol tank from a spare two-gallon tin, but with two more laps to accomplish in order to get fifty miles into the first hour, we ran short of oil. “My passenger was struggling with the syringe and the spare oil, while I was fumbling about in order to receive it in the oil tank. As a fact I received it all over my face, for the jolting and the wind prevented Weatherilt from getting the oil into the tank and we both of us got smothered. Anyhow we stopped just before the expiration of the hour and loaded in the ordinary way. We were so oily that our fingers were like thumbs, and when we restarted the machine slipped out of my hands and I had to make a dash for it, landing in the saddle with as much luck as judgment. As we passed the time-keeper, I turned to Weatherilt to shout in his ears a query as to whether we had managed the fifty, and I never saw such a sight in my life. Weatherilt was an oily mass, barely recognisable, and I suppose I must have been nearly as bad. What with the oil in our eyes, and the attempts to get some in the tank, we lost count of the laps, and simply went all out, bouncing about like a cork on the ocean.



Freddy Barnes was

that rare combination of fearless rider and talented engineer.

“On some parts of the track we were doing nearly seventy, and it was at our greatest speed that I, with horror, heard Weatherilt say something about the sidecar wheel coming off. We were then passing under the members’ bridge, and the bend was rather sharp. Like a shot I grabbed the exhaust lifter, shut the throttle, and applied the brakes, but these manoeuvres did not seem to check the speed, and every moment I expected to see the sidecar wheel part company with the combination. Then we began to slow up with me feeling as scared as ever I was. Another yell—‘Go on,’ said Weatherilt, ‘we’re slacking.’ With what little breath I had left I shouted ‘What’s the matter?’ to which Weatherilt replied that the sidecar wheel was coming off—the track (lifting)! Oh, the relief! I opened out again, but it was an experience not to be forgotten. A bit later we stopped for more petrol. On again at a fine turn of speed, and we were getting near the finish when the belt fastener broke. “On stopping, I turned to Weatherilt for the spare belt, but he was stretched out in the sidecar, having received a blow from the belt which had temporarily stunned him. He had a nasty bruise on his forehead, and I began to administer first aid, when he came round and insisted on finishing the ride, which, after I had fitted another belt, we did, completing 100 miles in just over two hours. Another little incident which occurred during my racing career was a fall at Brooklands while doing seventy-two miles an hour, owing to a burst front tyre. On another occasion I ran into a cord attached to a kite which had, strayed from the aviation sheds. I was doing, sixty miles an hour, and the cord cut through my clothes and then my hand as I tried to pull it away from my throat.”

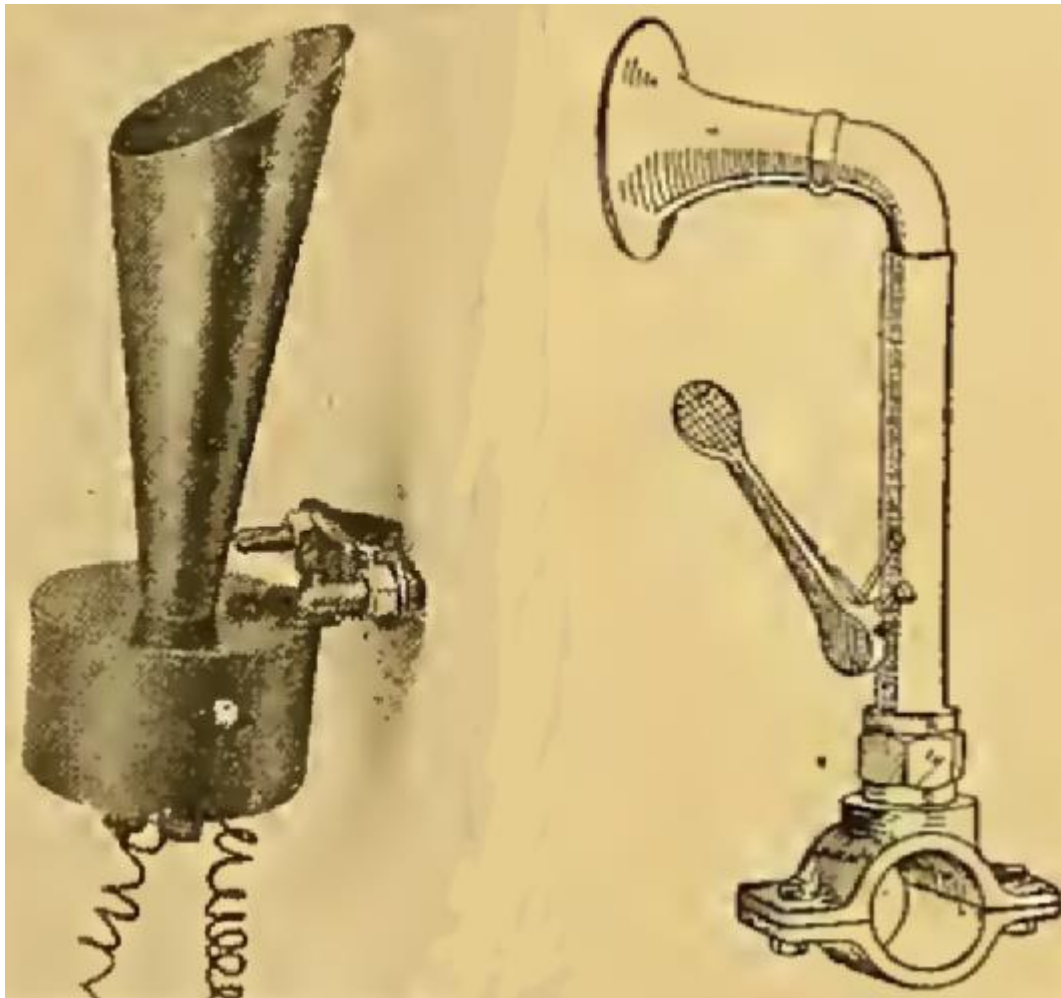
FW Barnes, who is the inventor of the famous Gradua gear and the works manager of the Zenith Company, secured fifty-three first prizes in 1911, and so far this year has secured fifty-eight.



WJ Bradley of Leamington

produced this 'tandem seat', made of wicker or cane and covered with waterproof material. The pillion passenger could straddle it or ride side-saddle facing right or left. A spring cushion was an optional extra.

IXION WROTE: "I always enjoy reading the American motor cycle papers, though their ways are not ours. Of late their star reporters have been more lurid than usual. When the 95mph track record. was put up the other day one scribe remarked it was lucky they had electric timing, for you couldn't see the rider or his machine at all, so fast were they travelling; in fact, you could only tell when they passed you by two tokens—the draught and the noise. If the American libel laws were in force over here we should be able to give much freer vent to our occasional resentment against the police. The current issue of a Chicago paper remarks of one Chief Constable, 'He is reasoning with his feet, and they are cross-eyed!' And of another, 'This is the man who fought two years for a six-cylinder automobile, urging that the superintendent and detectives could hurry faster to a scene of crime. He got the machine, but is seen oftener hurrying to a scene of conviviality than to a scene of crime.' (How German motor cyclists must envy such rights of free criticism!) The chief American cities keep a squad of motor twins, and these scouts employ a provocative policy, if the press reports are truthful. Wearing no uniform, they coax some unsuspecting tourist to engage in a 'scrap' with them, and when he has got his nose well down and his throttle open, they reveal their identity and arrest him. Motoring offences in most States render the culprit liable to instant arrest: he is immediately haled before the magistrate, and has to pay the fine before he is allowed to proceed."



H Taylor

and Co of Tottenham Court Rd, London W, came up with a neat foot-operated exhaust siren (right). By way of contrast Ward and Goldstone of Salford offered a small electric horn powered by a dry battery, “and when the switch is depressed emits a penetrating but not unpleasant sound”.



A rare image of sidecars en masse, during the Stockport MCC's Reliability Run. Matchless and Clyno outfits were well represented.

“FINES ARE BEING imposed in America on motor cyclists who ride about with open exhausts. Arrests have been fairly numerous of late, and five motor cyclists were recently fined \$3 each. The judge made it clear, however, that unless the nuisance be stopped soon a penalty of a more serious nature will be imposed.”

THE LONDON School of Motoring, based in London's Tottenham Court Road, became the first 'motor school' where "instruction is given in the art of driving a motor cycle".



"The Auto-Aero mudshield fitted to the front wheel of a 7hp Indian. The arrangement of the centre panel allows air to pass but not mud."

THERE WAS NO denying that the French motor cycling scene was influenced by the Brits. The 250-mile Paris-Liege-Paris run, organised by the Liege MC and the magazine *L'Aero* was advertised as "Le Petit Londres-Edinbourg". As with the Edinburgh run riders had to stick to a specified average speed, ranging from 17.4mph for the 250s to 24.8mph for over-500s. Competitors were penalised one mark for each minute early or late. Ramming home the message that the French had done away with their old 50kg limit, all bikes had to be fitted with spring forks, efficient mudguards, two brakes, luggage carrier, rear wheel stand, lamp, and generator; silencers were compulsory, but a cut-out could be used. Handlebars were not allowed to extend below the top tube of the frame. There were four Brits among the 92 entrants and a total of 11 English bikes (five Ridges, two New Hudsons, a Singer, a Beeza, a James and a Triumph. Continental machines included 21 NSUs, 15 FNs, 13 Wanderers, 11 Alcyons, 10 Saroleas, three Peugeots, three Clements, three Motosacoche and two Scaldies. The run included a combined speed-trial and hillclimb at Boillon; 58 riders completed the course without losing a single mark. The first three riders back to Liege were Everaers (NSU), Pire (Sarolea) and Thoen (FN).



Two of the 10 Saroleas in the Paris-Liège trial, piloted by J Neyunt and F Delamain.



Brits

abroad: "A group of tourists in Germany. From left to right they are—H. Rossner (3¾hp Scott), R Rude (6hp NSU), Mrs CH Rossner (3¾hp Scott), and CH Rossner (7hp Indian)." Motor cycles had evolved enough to make international touring practicable, but it's interesting to note that the two Yorkshire two-strokes were joined by a Jerry and a Yank.



CHARLIE COLLIER DID not take long to fix upon his most exciting ride, for one race of his stood out from all others on the score of excitement, and he at once brought to mind the races of 1906 between himself and George Barnes, otherwise known as 'Cannon Ball' Barnes. Barnes had expressed his confidence of beating any motor cyclist in the world at a purely speed contest,

and he challenged whosoever cared to meet him in The Motor Cycle. Charlie, to whom Barnes especially directed the challenge, took up the gauntlet, and an hour race was therefore soon arranged between him and Barnes. Charlie rode the same 6hp Matchless twin which had just been built for the international race of that year, while his opponent had an 8hp Buchet. There had been a deal of controversy as to the respective capabilities of the two riders, but Collier easily won the event. Not to be thus easily accounted for, Barnes offered to meet Collier in short distance races, and a series of three, over distances of one mile, three miles, and five miles respectively, was arranged for decision at Canning Town. "In the first event, over a mile," said Collier, in relating his experiences, "I got away at the start and finished first, but the second race—distance three miles—was the most exciting ride I have ever had. I knew it was a case of the man who first got going properly winning, and to my horror I saw Barnes getting off the mark first. Before he had fully accelerated though, I was passing him, and I settled down to the ride. I have never travelled at such a dangerous speed before or since, and even now I look back and marvel at the wonderful time I made. The second mile was covered in 57.8sec, so that I was doing over a mile a minute on that little track. I hardly realised the danger I was running, so anxious was I to win, and I sped round as fast as my machine would take me, keeping as near the edge as I could. I had little fear that Barnes would overtake me, for it was impossible to do so at that speed on the Canning Town track, but I could not dream of slowing down, and so I went on, apprehensively, but with my blood up. It was over in a little more than three minutes, and the rubber decided, for I had secured the first two events. That second mile will never be beaten on that track, for in the condition it is now such a speed would be impossible, and even then it was stupendous."

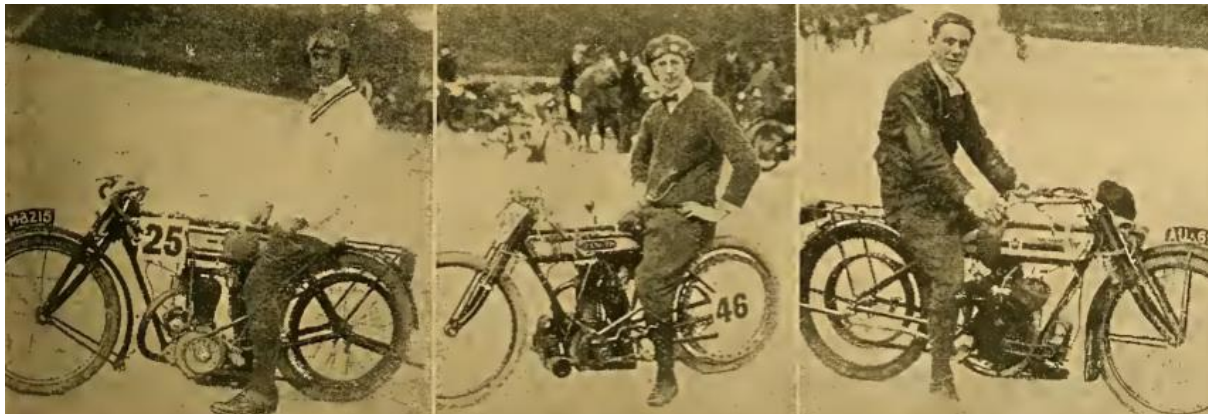


Charlie Collier was a winner in the first TT and had a global reputation. But his most exciting ride was at Canning Town in 1906.

"How did you feel when it was over?" I said. "Feel! Why, I just thanked my lucky stars that it was finished, and, after cooling down, I realised that I had won and began to forget that I was feeling

dazed. In the third race I let Barnes have matters all his own way, for I could not ride any more that day, and after doing a short distance I stopped, and Barnes finished alone. I have never been so keen about anything as I was to beat Barnes then, and possibly my anxiety contributed to the excitement I felt ; in any case, I have never been so thrilled before or since, and do not wish to be, either. Following on the match, I took the same machine away to compete in the eliminating trials for the International Cup, and won.” ” Were you not excited over the match with De Rosier last year?” I queried. “No,” said Collier. “Brooklands is not Canning Town.” I agreed with him, and marvelled at that 60mph sprint over the little track in the East of London.

A GERMAN CLUB in the Munich area announced a 200-mile reliability run and banned British bikes because they “would reduce the chances of the home manufactured article”.



Three of the winners at an MCC Brooklands meetings (from left): NO Soresby (Rudge), Freddy Barnes (Zenith Gradua) and George Brough (8hp Brough). Brough was the fastest rider at the meeting.



Midway through a tour of Europe HA Shaw of Illinois turned up at the Brooklands meeting with his Thor VII.

“Racing Helmets: In response to our query respecting pneumatic helmets for racing purposes, Messrs Alfred Dunhill, Ltd, 359-361, Euston Road, NW, write to say that they have made many such helmets and have several in hand at the present time. They prefer to make them to fit the head. These helmets can be relied upon to prevent concussion, as there is a space of one inch between the outer layer, which is of thick cork.”

Royal Enfield developed welding techniques for petrol tanks and came up with “an electric welding machine which welds the top joints”.



The Cambridge Town and County Cycling Club Sports Day included a five-mile handicap; in the final heat H Hodgkinson, H Potter and Harry Martin crossed the line within a machine's length.

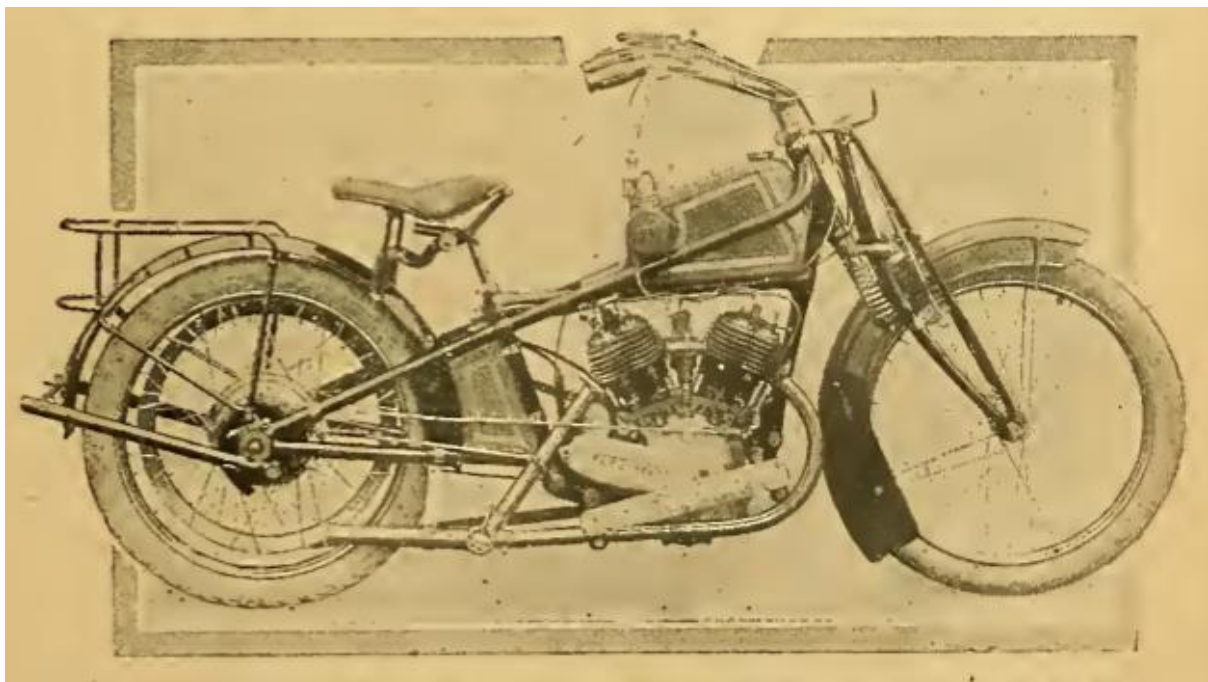
A RECORD 41 stalwarts signed up for the Irish End-to-End Trial. "For the first time a lady motor cyclist in the person of Miss Muriel Hind entered for this severe test of both rider and machine. She was mounted on a new design 6hp Rex. At 1am the riders all started together from the coastguard station at Mizenhead (some held back for the dust to die down); FC North (3½hp Ariel) had a puncture within two miles; his rear tyre later came adrift six times. "On reaching Dublin he bought a new cover, but found he was 2¼ hours behind time, so he retired from the trial and enjoyed a fast ride to the



F Short (3½hp Humber) at the Dublin control of the Irish End-to-End Trial. He won a silver medal.

finish...Near Dunmanway, 44 miles from the start, we passed Dobbin, who had collided with a stray donkey in the dark and knocked it over, of course coming down himself. Russell also hit the same donkey with his footrests without, however, falling off...Miss Hind said she was troubled with her wrists owing to vibration from the rough roads...After lunch the competitors proceeded

through Drogheda, Dundalk, Banbridge, Co Antrim, and thence to the finish at Fairhead, some three miles from Ballycastle, which the first man was due to teach at 9.42pm. During the latter part of the journey a very great deal of dust was encountered, which made it far from comfortable. Eight miles from Moira, Rex Mundy ran over a dog, unfortunately killing it and breaking his oil pump, he was obliged to stop every few miles and fill the crank case from an oil gun...Rex Mundy arrived at the finish four minutes early, being under the impression that the trial terminated at Ballycastle...All watches were placed in a sealed cardboard box in which a circular hole was cut for examination of the dial. Each man was therefore timed by his own watch...Great difficulty was experienced by the timekeepers at the checks, as all competitors being despatched together caused a great number, sometimes a dozen or more, to arrive at a check at the same time. We would suggest in future that the competitors be started at one minute intervals. Muriel Hind won one of the 18 gold medals; seven riders earned silver.



Muriel Hind bought the first example of the 6hp Rex and immediately rode it in the Irish End-to-End Trial. She also entered for the Scottish Six Days' Trial.

THE VOLUNTEER Legion of Motor Cyclists was invited to provide motor cyclists to act as dispatch riders for the War Kite Squadron which "aims at producing on a voluntary basis an ideal intelligence service for our armies in time of war. Its man-lifting kites can go up even in a gale of wind to carry observers up into the air; the observer is linked to terra firma by a telephone wire, and next door to him a wireless kite is flying to speed all the information gathered across the waves of ether. The squadron has not sought, nor does it propose to seek, the approval of the military authorities—it is quite content to bide its time as a volunteer institution until the War Office itself makes the first advances." As well as carrying messages from on high, "the motor-cyclists will be taught how to lay a telephone line when travelling at "a high speed and also how to pick it up again at at least twenty miles an hour."

A TWO-DAY road race in Spain based in Irun attracted big crowds—10,000 in San Sebastian alone—who saw local riders take the top six places. But they were all riding Ridges.

THE NATIONAL Cyclists' Union has resolved to make an attempt to have the law amended which permits boys of fourteen years of age to ride a motor cycle. An important point also discussed by the same body is that a juvenile driver may in the case of an action for damages caused by a collision successfully plead infancy. In this connection the NCU will endeavour to get legislation altered to make parents or guardians responsible for damage caused by minors when driving motor vehicles.



LW Spencer of Uxbridge, with a little help from his pal Gilbert Brooking, rode, dragged and sometimes carried his drop-frame 3½hp Rover to the top of Mount Snowden.

“A SPECIAL COMMITTEE of the Roads Improvement Association is now investigating the whole system of the old Roman roads in this country to decide whether, in view of the facilities now afforded by the Imperial Road Improvement Fund, any action can usefully be taken to bring any of the roads, now disused, into service again. The stability and thoroughness of construction of the old Roman roads are well known, but during the railway era a number of them became obsolete.”

“THE MOST RECENTLY formed and the most northerly motor cycle club on the mainland is called the John-o'-Groat's MCC. The opening run...was not officially observed, and the stops for tyre and thirst troubles were not recorded against the riders. The home journey was broken at Wick, where the club had tea [which sounds much like a social ride, and very nice too]. The club is to arrange for a speed trial and a hill-climb.”



The formation of the John-o'-Groat's MCC indicated that motor cycling had spread throughout the land.



"MY MOST EXCITING ride took place at Pontypridd in 1903," said Bert Yates, who has been riding Humber machines since the very earliest days of motor cycle racing. "The race was a five miles handicap, and I remember that I had to give



Bert Yates: Won a five-miler with his rear

tyre held together with a silk handkerchief.

the limit man 3½ minutes start. The track was well banked for those days, but not sufficiently so for the speed we reached that day. The top of the banking was guarded by board fencing, supported at intervals by stout posts. I had all my work cut out to pick up my handicap, and soon found myself at the top of the banking. Next I was touching the boards, and finally I actually found myself riding on the fence itself, as the speed was so high that it was impossible to keep on the track. Well, I won the race, but only because my opponent's belt came off in the last lap. Even then he would probably have won if he had not pulled up to put it on again, as he had a good lead and the impetus would have carried him over the line. I was riding a 2¾hp chain-driven Humber, and just before the race noticed that the rear tyre cover was worn through, but managed a temporary repair by binding the worst place with a silk handkerchief." Not many riders can have had a much more exciting ride than this! But Bert Yates told us several more anecdotes of races of almost as exciting a nature. The speed accomplished in those early days by Bert Yates and certain other expert riders on the old 2¾hp chain-driven Humbers was little short of marvellous, and in some cases they put up records which would be hard to beat, owing to the fact that the tracks could not stand a higher speed.

POSSIBLY THE FIRST example of enthusiasts seeking spares for obsolete bikes was a plea by riders of 'old pattern' Werners. Fortunately The CarAgency of Piccadilly, London W, held stocks of "parts for every type of Werner motor bicycle". Another novelty in 1912 was the sale of non-

standard parts. Brown and Barlow warned users to avoid jets for its carbs marked “Jets for B and B carburetters”—cases of genuine jets were marked “Brown and Barlow, Ltd, Birmingham”. And in case you thought credit deals were a modern idea, Hitchen’s Motor Exchange of Morecambe was offering “machines on deferred payments, from 1¼ to 2½% being charged for the accommodation according to the length of time over which the amount is spread”.



“Three Burnley motor cyclists on the return journey after a thousand miles holiday ride to John-o’-Groat’s. The machines are two Douglas, 2¾hp 1910 pattern, and one 3½hp Rex. Even the rugged pass and storm-swept roads of Glencoe were successfully negotiated, the return being made by Fort William and the coast route.”

FROM A REPORT on the Streatham & DMCC’s annual hillclimb: “A new machine, the 340cc 2¾hp Caeco, ridden by HP Storey, made its debut in this (350cc) class. Unfortunately, it appeared to be suffering from over-lubrication, but, though misfiring badly, it made quite a fast ascent. The engine was a 2¾hp ohv JAP, and was mounted in a racing frame just big enough to surround it. It had no exhaust pipe, and was fitted with a Longuemare carburetter. Its appearance was striking—so was its exhaust.” The Caeco was made by the Cambridge Automobile and Engineering Co of Cambridge which also produced its own 482cc 3½hp engine. This model took 1st and 2nd places in the five-mile open handicap at the Cambridge Charity Sports meeting; “the machine is built on standard lines with a dropped frame, chain driven, magneto, stand, and carrier”. But that’s it; the Caeco disappeared from motor cycling history.



A Spurgeon of Coventry took his single-speed (6:1) Triumph up a 5% hill with 10 passengers weighing about 116 stones.

THE CANADIAN MOTOR Cyclists' Association held its first annual championships at Hamilton, Ontario on Dominion Day. Joe Baribeau (Indian) from Winnipeg won the 25-miles race in 27min 10sec, beating the existing Canadian record by 3min. Don Klark (Indian) from Detroit also set a record when he won the 10mile race in 8min 55sec. The only event to feature overseas machines was a five-mile belt-drive race; N Newport of Toronto won it comfortably—"several American' makes were beaten in this contest".

POLICE OFFICERS hid in roadside cottages on the St Albans-Redbourne road to catching speeding motor cyclists.



WET SAND DELAYED the start of the Porthcawl Speed Trial and planks had to be laid to stop

competitors sinking into the sand at the start. The quickest run over the measured mile, 1 min 11sec, was made by Newsome (3½hp Triumph), ahead of RM Lewis 3½hp Premier) in 1min 14.4sec and J Kickham (2¾hp Douglas) in 1min 15.2sec.

“THE BYLAW MADE by the Kent County Council makes it compulsory for all vehicles to show a red rear light at night ‘visible at a reasonable distance’. The following counties now have byelaws rendering rear lights compulsory on all vehicles Warwickshire, Hampshire, Buckingham, and Kent. It is sincerely to be hoped that all counties in the kingdom will follow suit, as the number of fatal accident due to unlighted Vehicles on country roads is on the increase.”

“WE CANNOT congratulate the Germans so far as the motor cycle industry is concerned, on that characteristic thoroughness which we have always been wont to attribute to them in other matters. This branch of automobilism, which is assuming such large proportions in England and is showing signs of springing into a new lease of life in France, is being throttled out of existence in Germany. The taxes a motor cyclist has to pay are perfectly exorbitant, and by the time the unfortunate rider has finished with the various fees and formalities he is the poorer by £10 [about £800 today]. Even the cylinders have to be taken off and the engine dimensions measured by the police. Of course there is a strong prejudice against this type of locomotion in Germany, but we have had the same thing in England, and prejudice can always sooner or later be overcome...We do not say a word against the two surviving firms, who are really turning out excellent machines, but we do think the German government might give what might be a thriving industry a fair chance to regain the ground it has lost.”



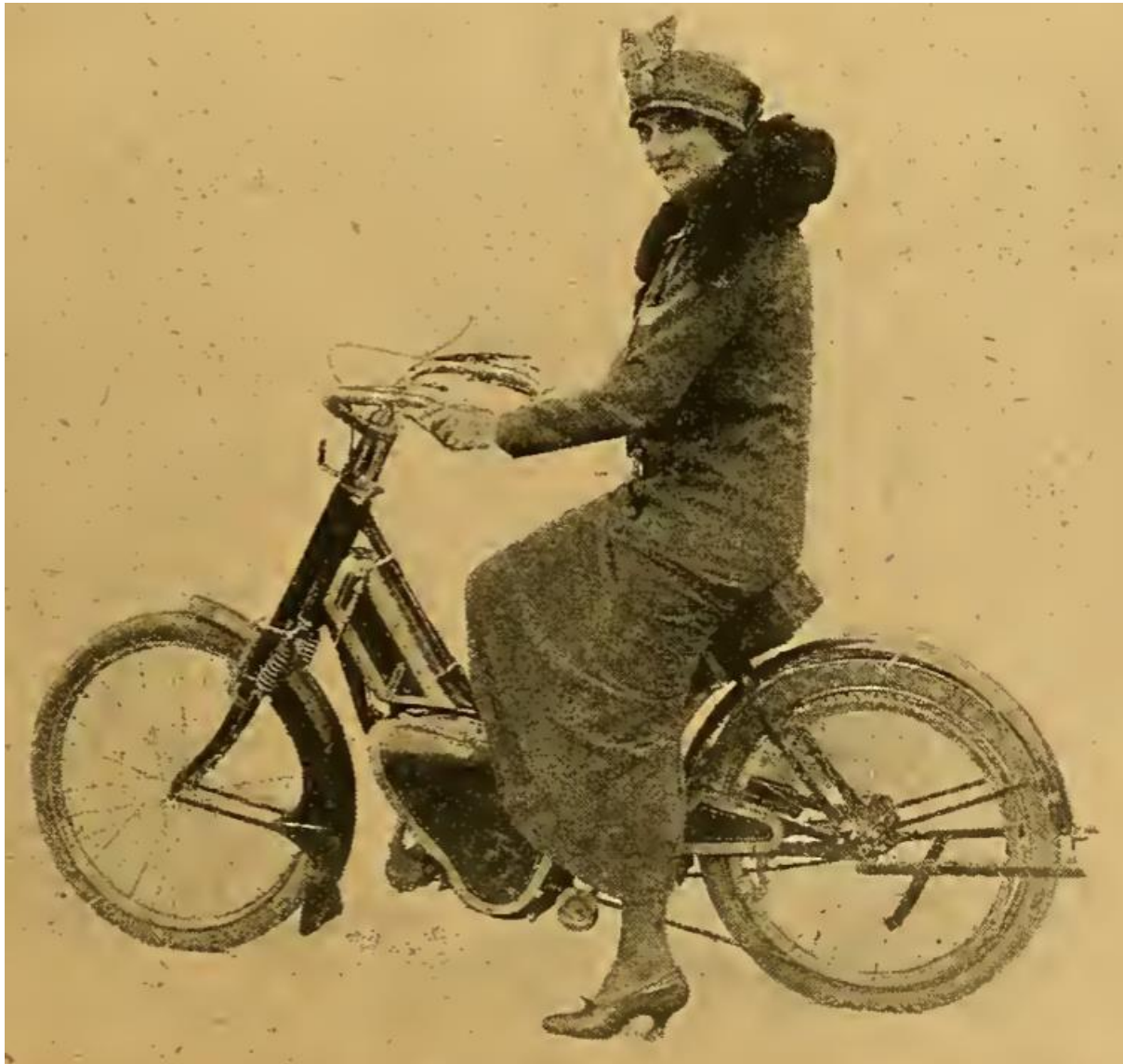
IT IS A CURIOUS fact that the most exciting incidents in a motor cyclist's career are often to be found in short pleasure jaunts, while races provide only those thrills which are common to all speed competitions. Frank Applebee, holder of the Tourist Trophy, gave me an incident in a little holiday spin, when I asked him for his most exciting ride. “It was on the London-Yarmouth road,” he said, “while I was riding a Rex with a sidecar attached, in company with a friend similarly mounted. There are a lot of nice little straightaways on this road, and on one of them we paired up for an impromptu race. We soon got to a high speed and pelted off neck and neck. But gradually the road narrowed, and by the time I had noticed it, there was so little room that I found myself getting into the ditch. I didn't want to stop, and tore on, with both bicycle wheels in the ditch and the sidecar wheel on and off the ground. Soon the sidecar wheel began to leap



FW Applebee had ridden a Scott to victory in the Senior TT. But that wasn't his most exciting run...

higher, and I was so scared that I dared not take my foot off the rest to press down the pedal brake for fear of overturning. It seemed an age, whereas it could not have been more than a minute that I was in the gully, and why I did not throttle down goodness only knows. I seemed unable to do anything but sit tight and wait for the apparently inevitable. But at length I did the only thing possible, and shut off, with the result that I slowed down just in the ordinary way and came to rest wondering why I hadn't done so sooner. My companion was a good way ahead of me by this time, and there was I, just recovered from a state of abject terror over a trifle. In cold blood it may not sound very exciting, but I was never more thrilled. I have had other exciting episodes, but so far as my racing career is concerned, it has just been methodical riding without any incident of note. This year's Tourist Trophy Race was the easiest I have ridden, and it is an interesting point that it was the first race I competed in since the TT of last year. Most of my work is done with a sidecar, but it doesn't take one long to get into a racing stride on a solo mount." I ventured to suggest to Applebee a little incident which is still fresh in my memory, but I think that he was less excited on this occasion than myself. Applebee was driving a Rex Litette in the Six Days' Trial of 1907, and I was his passenger. On the penultimate day, after five days' 'blinding' which had kept us with a clean sheet we were confronted by a hefty waggon round a bend. Applebee took the Litette up the banking and came down in the hedge, slightly scratched,

while I was thrown under bolting horses and woke up the next morning in Gloucester hospital suffering from concussion. Applebee, by the way, was, in his early days, an amateur trick cyclist—no wonder he can show us something in the way of corner work. When asked for a few riding tips, Applebee said that the present-day motor cycle was so efficient that it was only necessary to sit on and let the machine do the work, so long as ordinary care in the garage was taken. The constructional or bicycle parts should be tended to more than they are, he said, for the average rider thinks so much about his engine that the frame suffers from neglect. A good tip he gave was to be careful about cleanliness, for, as he said, in cleaning the machine one is apt to come across loose bolts and nuts which would otherwise be missed. Frank Applebee, worthy son of a pioneer and principal in the firm of Godfrey and Applebee, Ltd.



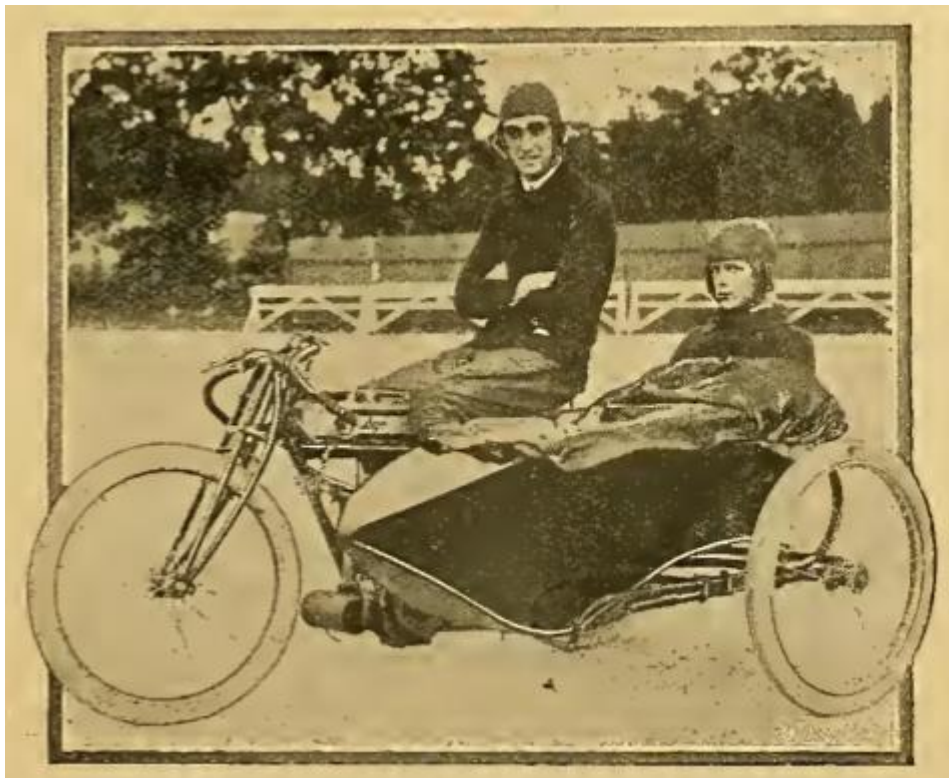
“Baroness de la Roche, the first lady aviator, who rides almost daily in the Bois d Boulogne, Paris, on her Motosacoche. She is usually accompanied by a faithful hound of the ‘police dog’ breed.” The self-styled baroness, Elise Raymonde Deroche, was described in contemporary reports as a “young and pretty lyrical artist”. She held license No36 of the International Aeronautics Federation. The Tsar praised her for her “bravery and audacity”.

“NEWS VIA PARIS—Sensational Reports which should not be taken too seriously: That the Rudge-Whitworth will introduce a twin-cylinder two-stroke 7hp engine, which will, so it is said,

develop 14hp. That the Spanish agent of the Rudge firm has bet the Madrid agent of the New Hudson Co £240 that a 500cc Rudge will beat a New Hudson of similar capacity in a 600-mile race from Bilbao to Madrid and back. That the English invasion is only commencing.”

“I SHOULD NOT like to say that the four-speed gear is going to supersede the three-speed, but in theory the more speeds we have the better, and if a light and reliable four-speed gear can be produced, it must be more useful than a three-speed...Can anybody say why no maker has yet standardised the shutter on a carburetter’s main air opening, with the idea of simplifying engine starting and perfecting carburation?” Four-speed boxes and chokes...the writer, of course, was Ixion.

THE ACU STAGED silencer tests which indicated that the best quietening effect was obtained by passing the gas first into an expansion chamber twelve inches long and five inches diameter, the final exit being through a pipe five-eighths of an inch diameter...”silence without back pressure can only be obtained by adopting a fairly large chamber into which the gases can expand. Theoretically, this chamber should hold about six times the volume of the cylinder capacity.”



CW Stanhope

Spencer lapped Brooklands for two hours to set one and two-hour sidecar records of 43 miles 356 yards and 80 miles 1,250 yards respectively aboard a 3½hp Rudge and Bramble sidecar.

“BED PULLS VERY much at 4am, especially after returning at midnight; but still the occasion was worth it and we all tumbled out, ducked our heads into cold water, and stood in the hall of the hotel clamouring for hot coffee, which the alert landlady was endeavouring to produce. The reason of this rising in the wee sma’ hours was because we hoped to see one of the finest riders in the North of England win a wager of, well, never mind how much, by doing 80mph over a measured quarter of a mile. After the hot coffee, we proceeded at well over the legal limit to the rendezvous, a dead level and straight piece of road about six miles away from the hotel. Here, in contrast to the quiet and peaceful country side at that early hour, everything was bustle and argument. Some were busy measuring the course to a fraction of an inch, others driving in the

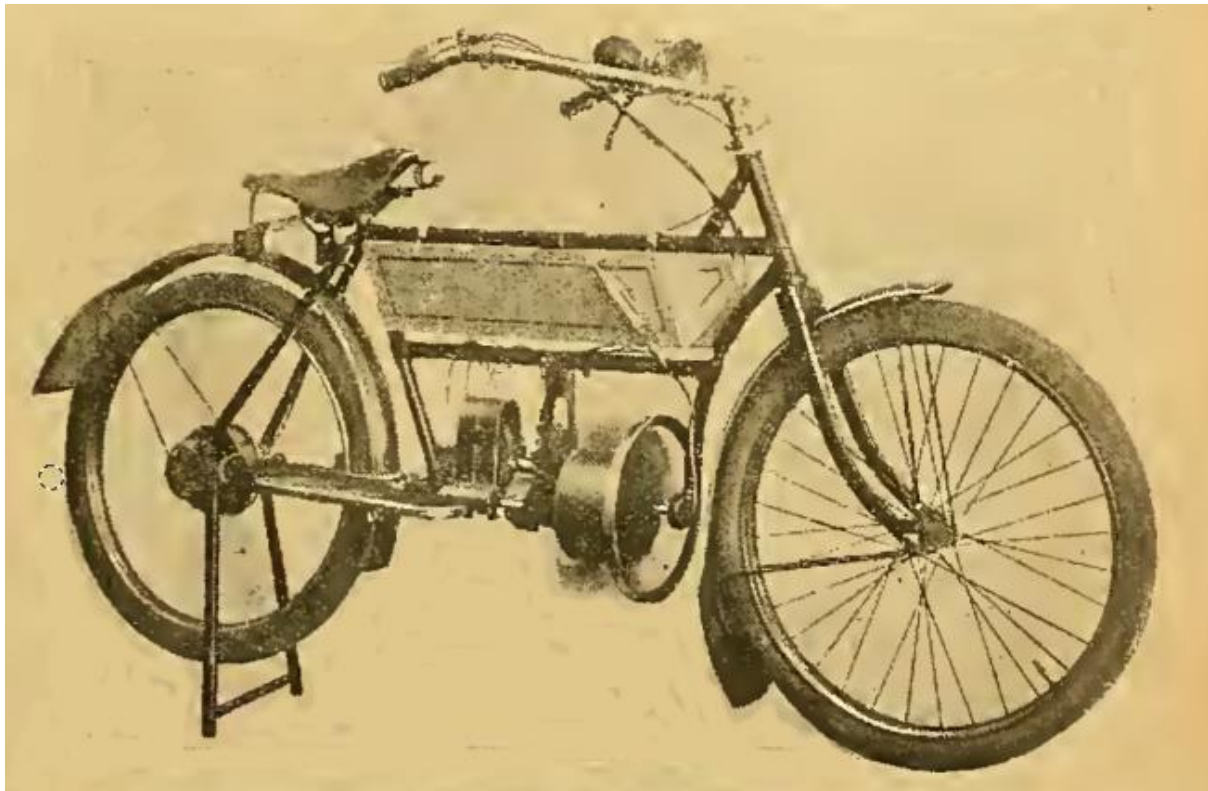
stakes and laying the wires of the electrical timing apparatus, and last, but not least, the stripped machine, with its open exhausts, was being finally looked over. At last everything is ready, the rider cannons down the road a mile away to get a flying start, and after what seems an age we hear a sound like the hum of an aeroplane engine, and hardly before we have time to realise what has happened the machine with its rider has thundered down the course, the very ground trembling as he passed. 'What was his time?' everybody anxiously enquires. 'Has he done it?' 11.8sec only 76.27mph. However, he has two more chances to win the wager, and after one or two minor adjustments he goes down for his second attempt. Again he thunders past and although he is hurled along at such a terrific pace, his course is as straight as an arrow. We could all tell he had improved upon his previous time, and there was a yell of delight when we found that he had knocked two-fifths of a second off and so accomplished 78.95mph. There was still another chance. Could it be done? The excitement grew intense, for we all knew that the rider had only to improve his last time by a bare one-fifth of a second and the task was accomplished. Once again, and for the last time, the thread of the timing apparatus is broken, and one can imagine our feelings and our opponents joy, when we hear that he again only equalled his second performance by doing the quarter in 11.4sec or 78.95mph. It was almost exasperating to be so near and yet so far. Few people realise what a fifth of a second means at such terrific speeds, but they cannot help seeing it when it is shown thus: Over a quarter mile course 11.2sec = 80.36mph, whereas over the same distance 11.4sec = 78.95mph. Therefore one-fifth of a second makes a difference of 1.41mph, and to further show how near the rider came to winning his wager, if the course had been seven yards shorter he would have accomplished 80mph. "



"A privately arranged attempt to cover 80mph on the road on an 8hp Zenith-Gradua. (1) Breaking the tape of the electrical timing apparatus at the start, and (2) at the finish."

VIENNESE COPS decided pedestrians were causing too many road accidents and issued an order that anyone crossing a road must take the shortest route. Peds caught wandering along a road faced fines of up to £8 (over £600).

"THE LATEST USE for the motor cycle is to provide the noise made by an aeroplane at a theatrical performance. The aeroplane is heard 'off' and the motor cycles, two Douglas twins, with open exhausts, are started upon the stand to imitate the exhaust of a whirling Gnome engine. The result is quite realistic."



"A rotary-engined motor cycle built by the Gyroscopic Motor Synd, Ltd. The photograph shows the engine revolving at a speed of 4,000rpm, but it will be noted that, although the photograph has been taken by timed exposure, the outline of the machine is very clearly defined, which is a good demonstration that the engine is practically vibrationless."

CW HINKSMAN OF Sheffield developed a rear light powered by the machine's magneto. The Motor Cycle reported: "The lamp is furnished with a four volt bulb, and although the current is intermittent the glow is continuous, and illuminates the lamp in a very satisfactory manner."

"THE SCOTTISH AUTO Cycle Union continues to progress rapidly, and there is now no doubt of its claim to the control of Scottish motor cycling. With all the important clubs such as Edinburgh, Glasgow, Perth, etc giving their support, and only a few minor clubs unattached, the Union is in a very strong position. The Union badge is now being issued, and is a striking production with its red lion rampant on a yellow ground. With attractive insurance schemes (including an unlimited third party policy for £1), free legal defence, touring and hotel facilities, use of RAC and SAC scouts, etc, it is no wonder that the Scottish clubs are experiencing a great accession to their ranks...An attempt was made to include a motor cycle section in this year's Scottish Motor Show, but the trade refused their sanction so that Scottish motor cyclists have yet to see a representative selection of modern machines, and this in a country where more motor cycles are owned in proportion to the population than in England."



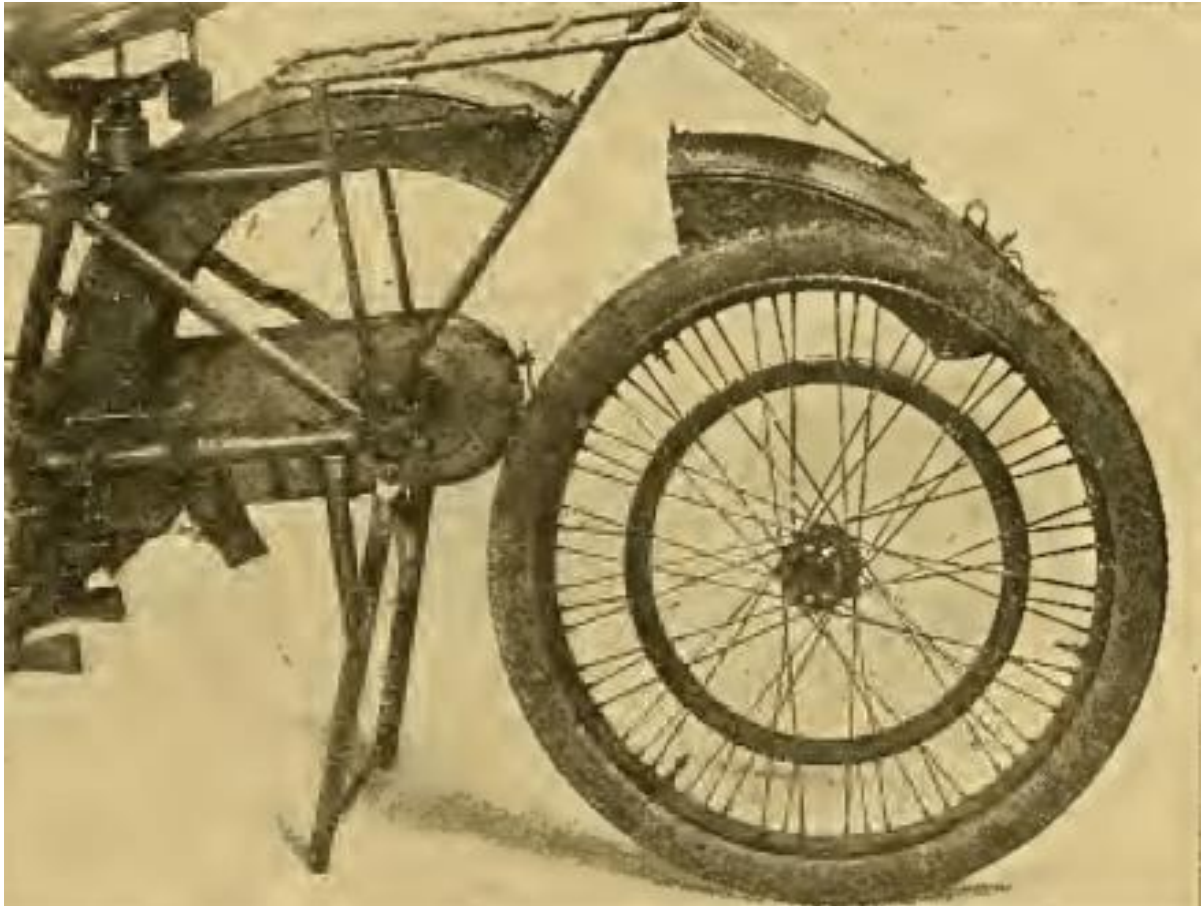
“WE UNDERSTAND THAT with the exception of two important firms, which have made exceptional arrangements for quick production, all manufacturers in the States are behind in deliveries and cannot cope with their orders. Several are making additions to their factories and one firm’s addition alone will cost about £25.000. We also understand that more than one American firm contemplates building in Canada to ascape tariff duties.”

“THE MOTOR CYCLE race announced for next Sunday over the Fontainebleau circuit, and in which it was expected a number of British motor cyclists would take part, will not prove the success anticipated, for the Auto Cycle Union has stepped in and threatened to suspend all British contestants.”



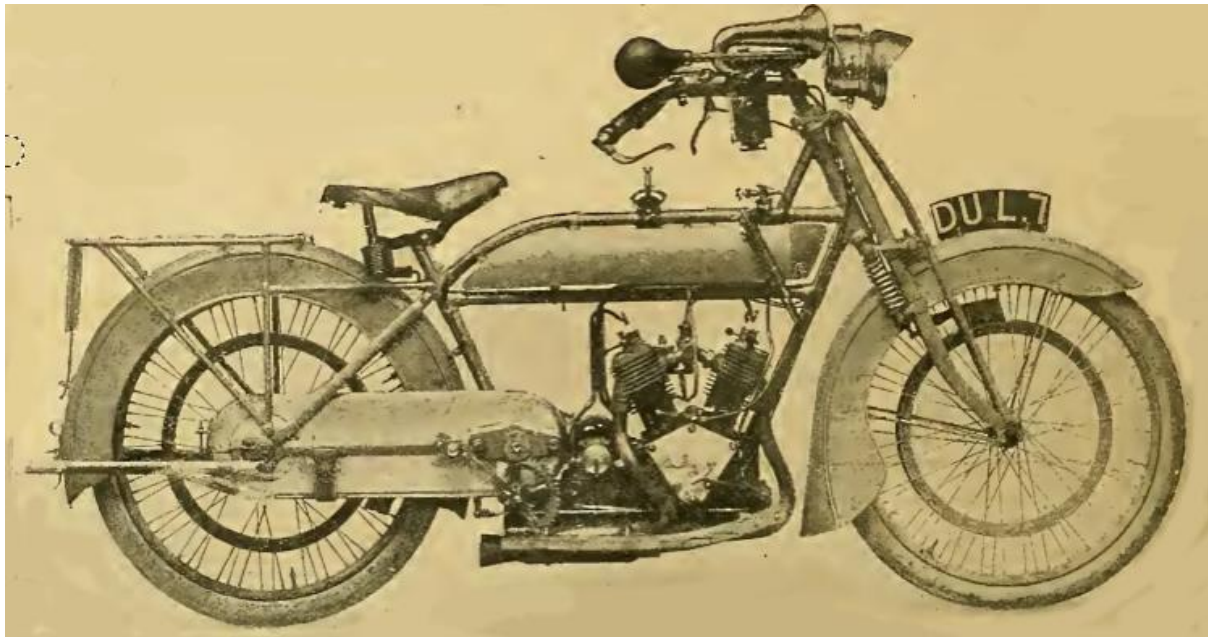
Sidecars were evolving in parallel with the bikes that hauled them. The steel-bodied Dukelet was leaving its sit-up-and-beg roots behind.

BICYCLE MANUFACTURER Lea Francis of Coventry went into the motor cycle business with a two-speed 3hp, 430cc V-twin “which is oil and mud proof and can be ridden anywhere without fear of getting dirty”. The chain driven Bosch magneto was mounted out of the way of mud and water; the mag chain and primary and secondary drive chains were



“Quickly detachable wheels are a feature of the Lea-Francis...It will be seen that when a wheel is removed the driving chains and cases are left in situ.” What’s more, the hinged wheel spacer was impossible to lose.

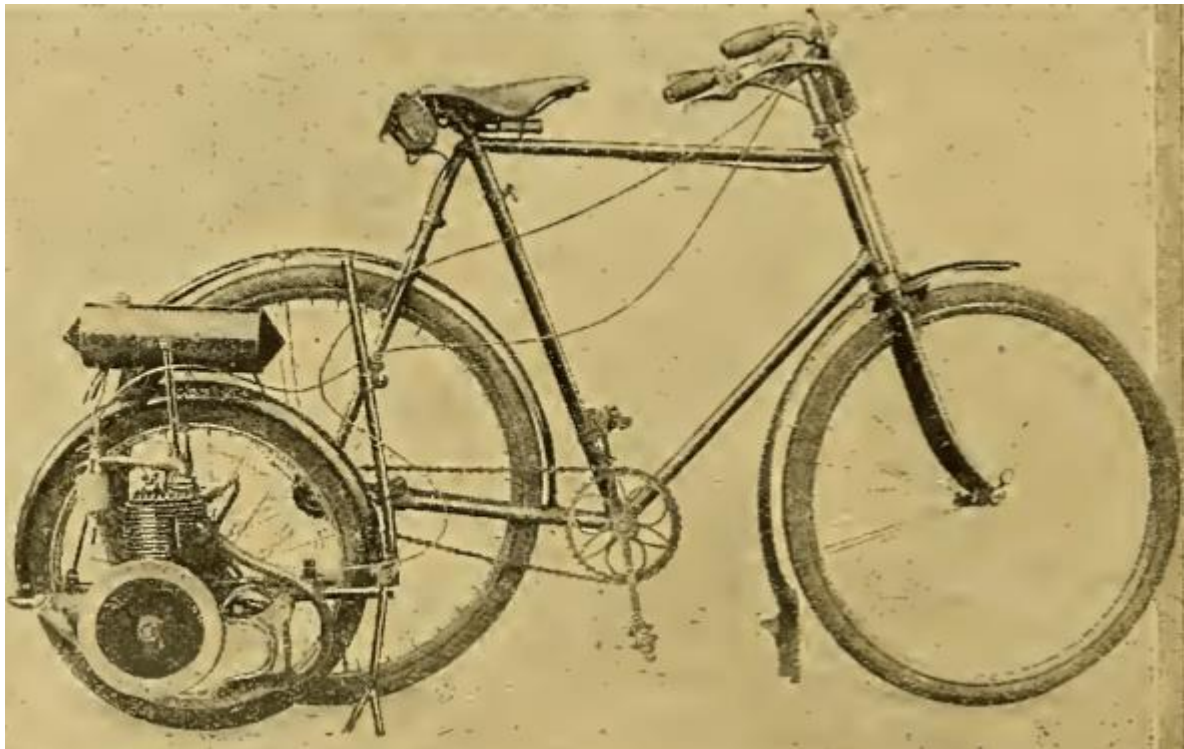
all fully enclosed. Deeply valenced mudguards, full-length footboards and a sump plate combined to keep mud away from the rider and engine. “The rear wheel is of the quick detachable type, and is driven from the sprocket by means of dogs. It is only necessary to swing up the hinged rear mudguard and detach one bolt, and the wheel may be entirely removed, leaving the sprocket, chain case, and brake gear in situ. So that the wheel may be easily withdrawn from the dogs, a distance piece of slightly more than the depth of the teeth is placed on the side opposite to the chain wheel, and this distance piece is carried on an arm hinged to the frame, so that it cannot be dropped and mislaid.” A captive wheel spacer...wisdom of the ancients!



The new Lea-Francis: "Emphatically not a racer, but at the same time capable of a very fair turn of speed, and constructed for comfort and durability."

"MISS MURIEL HIND was recently the recipient of a gold watch bearing her monogram presented by the Rex staff and employees as a token of their appreciation of her riding. A short time back the same lady was presented with a splendid silver cup as a souvenir of the Irish End-to-end Trial. It was subscribed for by the other competitors."

AN AMERICAN MOTOR cycle magazine featured the market in Vancouver and claimed: "The English machine is almost obsolete, while five years ago they were the only make in use; the superiority of American goods has proved itself more than equal to the task of clearing the boards here as it has in other sections of Canada. The same failings mark their exit here as in other parts of the country, namely, too light a construction for severe, conditions, small wheels and tyres, low clearance between the crankcase and road, weak spring forks, and last but not least it is a long wait for a replacement from England."



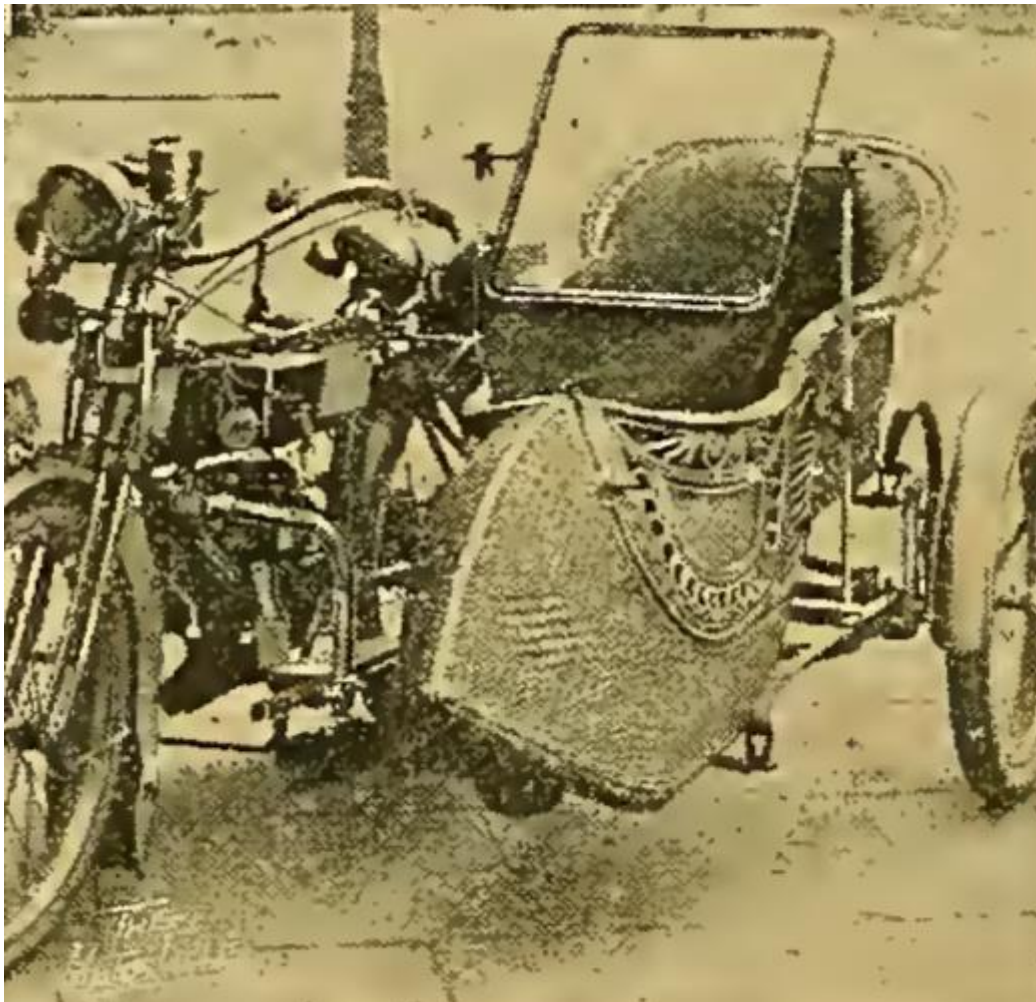
The International Auro-wheel Co of Kensington, London W, took over manufacture of the Wall Auto-wheel, fitting its own 1hp four-stroke 52x54mm, 115cc engine. "The device is not intended for serious touring, but it is said to be capable of negotiating a hill of about 1 in 16."



"A French autowheel, the Tracteur Amovible: A French device for attachment to a push bicycle. It has a Clement 1¼hp engine, automatic carburetter, Bosch magneto, round belt, two small tanks for oil and petrol, steel-studded Michelin non-skid tyres on a wheel 14in in diameter. The inventor claims a speed of 20mph."

"JOHN KING, REPORTED to be the secretary of the Nottingham MCC, was bound over in £10 for three months at the Alford, Lincs Police Court... Defendant, who pleaded guilty, was charged with being drunk in the street on the Saturday night following the motor speed trials. The Police Sergeant, in giving evidence, said that some of the men engaged in these trials behaved in a

most disgraceful manner. They broke glasses and tables at the Louth Hotel and glasses and windows at the Bock-in-Hand Hotel, and the defendant was the ring-leader. He was warned four times during the night, so the witness said, and he refused to go to his lodgings...For rowdy behaviour after the speed trials held by the Nottingham & DMCC at Mablethorpe RA Johnson and WH Madgwiek have been called upon to resign their membership of the Auto Cycle Union. The case of J King, secretary of the Nottingham & DMCC, was very carefully considered, and it was decided to take no action, but to express the sympathy of the ACU with him on this occasion for the treatment he had received at the hands of the police. The case of WH Bashall and A Woodman during the Six Days' Trials week was considered, and it was decided that as no previous complaints had been brought against them, they should be censured by the Chairman and cautioned as to their conduct in the future. It was decided to suspend Vernon Taylor sine die [indefinitely] for misbehaviour alleged to have occurred at the same time. We understand he has appealed against this decision to the stewards of the RAC." [The appeal, the first in the history of the RAC, was rejected.]



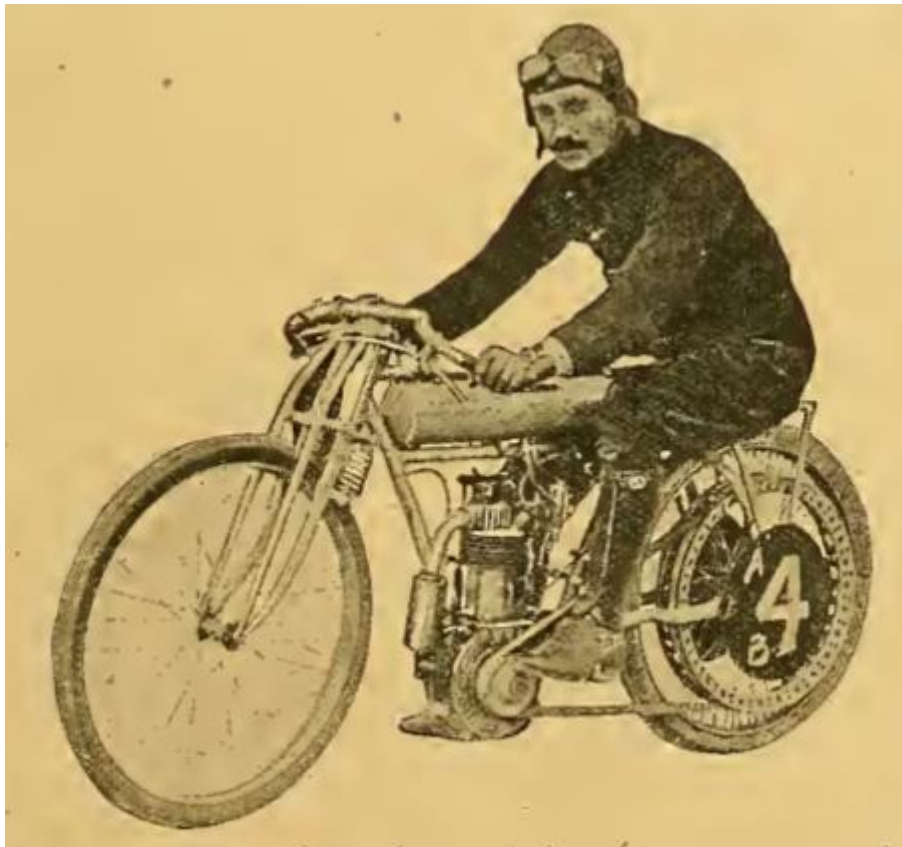
"A very neatly manufactured wind screen, for use on sidecars, has lately been placed on the market by Messrs C and W Bluemel Bros, Wolston, near Coventry. The screen is made of transparent celluloid and is carried by special brackets mounted on the sidecar body. These brackets are arranged so that they do not interfere with the entrance to the body, and so that the screen may be set at the most convenient and effective angle. A waterproof apron attached to the lower part effectually prevents any wind or rain passing under the screen." You have to wonder why the Brothers Bluemel didn't think of fitting their screen and apron to a motor cycle.

“JA TAYLOR AND Co, 241, Balfour Road, Ilford, Essex, inform us that they hold the sole patent rights for sidecar screens, and have obtained an injunction against infringers of their design.”

“THE AA AND Motorists’ Union have recently inaugurated a campaign by which members will be able to obtain the use of clean hand towels, brush and comb, etc. These articles are enclosed in a special cabinet under lock and key, and members who desire it are provided with keys which will enable them to unlock the cabinet and obtain access to the articles.”



‘DARE DEVIL’ MARTIN as the famous pioneer is called, has been a winner since the inception of the motor cycle movement, and won the first open race promoted by the MCC at the Crystal Palace in February, 1902. Since that time he has won over 250 first prizes, and was the first Britisher to cover a mile in a minute. His best work has been. done on saucer or grass tracks, although he has also ridden conspicuously at Brooklands. His experience is related by him as follows: “My most exciting ride? Well, I have no hesitation in stating that out of the 400 odd races and record trials I have been engaged in during the past ten years, one ride alone stands out as the most exciting and hair- raising experience of my racing career. On April 13th, 1908, I decided to go out for world’s three lap records for single-cylinder machines up to 200 miles, and continue up to six hours if conditions were favourable. The machine selected was a single-cylinder Matchless-JAP with a cylinder bore of 85mm. and a stroke of 75mm. The brothers Collier, in company with Colver and a mechanic, came over to the track, and like the sportsmen they are rendered me every assistance. All being in readiness, a start was made on receiving the necessary signal from the official timekeeper, Mr AV Ebbelwhite, at 11.30; the machine running well I was soon inside record, only to be put out of action by a bent valve stem. Two other attempts were also fruitless from one cause and another, and it was at last decided to dismantle the machine. The machine was finally assembled and ready for the final and last attempt about 3.50, the word to ‘go’ being given at four o’clock. At the start the weather was bitterly cold, with a strong NE wind blowing, several



Harry 'Dare Devil'

Martin: a racing pioneer.

hailstorms also making matters worse, the general conditions being altogether quite unfavourable from a record breaking point of view. The machine ran beautifully, and with great regularity, and in accordance with my schedule I got inside record at 101 miles, time 2hr 15min 21.2sec. beating previous best by 1min 3sec. From this point all three lap records continued to go with monotonous regularity, a stop being made in the meantime at 120 miles to refill tank and change tyres. No trouble was experienced with the machine beyond tightening a belt at 213 miles. Soon after 7.30 darkness rapidly enveloped the track, and by 8 o'clock it was almost impossible to see the bankings; a kindly signal warned me to stop. This I neglected, together with ether signals, and decided to go on, if possible, for the full six hours. The darkness was so intense that the timekeeper found it impossible to see the machine crossing the line, with the exception of a 12in long blue flame from the open exhaust of my JAP engine. Two ordinary cycle lamps were therefore brought into use, one being placed on the outside of the finishing line, and the other in the timekeeper's box for the purpose of obtaining exact lap times. Speed on the banking by this time was a matter for extreme care. The lights shot by me each lap, the bankings being taken at an angle automatically without actually seeing them, and this for nearly two hours! I had the satisfaction, however, of also learning from the timekeeper that I had beaten Anzani's continental three-lap record by 25 miles and British record by 17 miles, the figures from 200 miles still standing for single-cylinder machines on a three lap track."



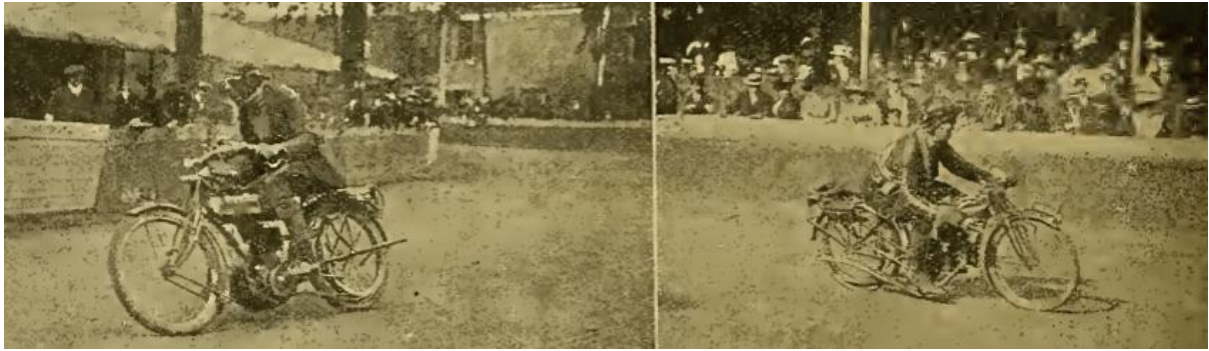
The

Nottingham & DMCC speed trials on Mablethorpe Sands, Lincs, included a ladies' race. From left: Mrs K Simpson (Rudge)—the winner—Miss Kettle (Premier) and Miss Shipton (Premier), "who is but 16 years of age".

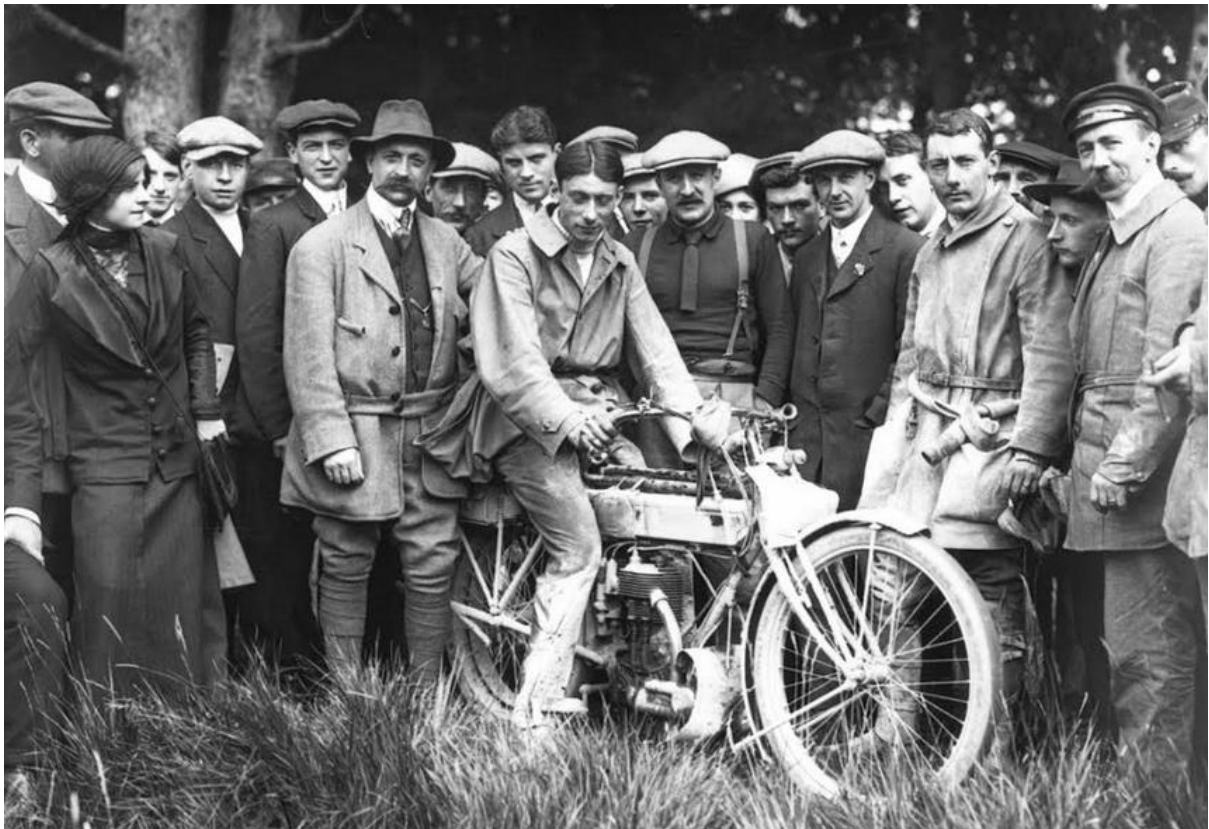
COUNCILLORS IN Willenhall, Staffs considered paying cops a five-bob bonus for every speeding conviction. *The Motor Cycle* commented: "If this suggestion is really carried out it ought to be carried out to its logical conclusion, and we think that a fair pro rata bonus would be £10 in the case of a burglary and £100 for the conviction of a murderer...We regard this suggestion as most immoral and a direct incitement to perjury and trumped up charges on the part of the police, which have, unfortunately, not been altogether unheard of hitherto in several parts of the country."

"THE URBAN DISTRICT Council of Penge, in a courteous letter, write as follows: 'Complaints have been made by residents in Anerley that many motor cyclists ascend the Anerley Hill at a great speed, apparently for the purpose of carrying out speed tests, more especially on Sunday afternoons, and that it is not only a public danger, but also causes a nuisance by the noise created by the machines. The committee feel that they will be compelled to make application for speed limits in certain parts of the district if motorists will persist in travelling at such speed, but they have, however, directed me to communicate with the motoring journals in the hope that they will appeal to those readers who travel through this district to drive slowly through the Anerley Hill and Beckenham Road, which are both busy roads with many sharp turnings, cross roads and schools.' Motor cyclists will do well to heed this warning."

"DOWN IN THE West of France, in the important provincial town of Le Mans, there exists a sporting organisation known as the Automobile Club de la Sarthe et de l'Ouest, which is responsible for the International Cup Race. The town is en fete, and its inhabitants are exhibiting symptoms of that delightful form of lunacy which attacks all Frenchmen on



Left: Devay (Triumph) riding through Le Mans en route to winning the cup; note the safety barriers, which were unknown in Britain. Right, Bailey (Douglas) passing the grandstand.



Devay and his admirers after his victory.

such occasions. The examination of the motor cycles took place this morning in the big public square. A few paving stones were pulled up, a space was railed off, and soon the vicinity became a seething mass of happy irresponsible people who took the liveliest interest in the goings on. Racing motor bicycles and racing motor cars careered round, making the town resound with the noise of their exhausts. Later in the day a racing Bedelia, which showed itself



"M Stoeffel (Alcyon). This

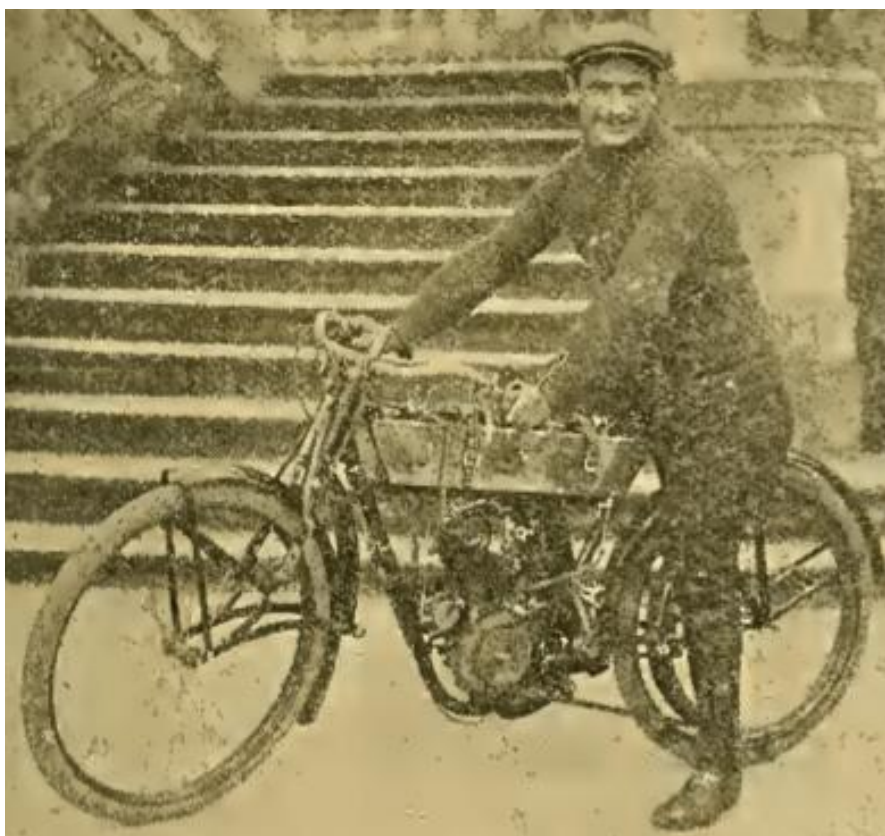
machine was used in the International cup race in France. It is interesting to note this 'pocket edition' of a motor cycle. We are surprised the organisers allowed such an obviously racing mount to compete against touring machines."

capable of the most unearthly din, went three times round the Place de la Republique for a trial trip. People rushed madly hither and thither to escape its mad gyrations, but they did not care a straw, and while such behaviour in England would have caused the offender to have the greatest interest was evoked...Of the thirty-five starters, eleven ride machines of British origin, three represent America, while the other nationality represented besides France is Germany. The English riders report that the short triangular course is so easy as to be difficult. This seems paradoxical, but as the course is devoid of hills or severe corners the machines will have to be driven hard all the time as at Brooklands. Near the start the surface is rough, but the remainder is excellent. At an early hour Le Mans was awake, at six o'clock the course was closed, and at a quarter to we left for the Tribune on the gallant little Douglas, which had carried us all the way from Dieppe on the previous day...One of the Terrots carried a Continental air bottle containing sufficient compressed air to pump up ten 24x2½in tyres and weighing about 2lb. English improvements are manifesting themselves slowly on French machines. On the Alcyon and others one noticed handle-bar control and belt rim brakes, but the Rene Gillet still keeps to automatic inlet valves. The arrival of the Douglas team created some sensation. W. Douglas arrived with Phillips on the carrier, and WH Bashall turned up with his carrier loaded with enormous petrol funnels. His machine was fitted with a large pad or cushion on the top tube against which he could lean. The Terrots were neat looking machines with single-cylinder engines. The cylinders are inclined and have horizontal fins. The Rene Gillet sidecar machine was fitted with an NSU gear. The men were started at half-minute intervals, the only absentees being two Griffon riders, one of whom had been called out to do his military service, and the other who had had a slight accident during practice, the Wanderer, and two Triumphs. All the British machines started well. Hardly had the last man left



WD South (Rudge) gassing up on his way to second place.

before the Bedelia, driven by Devaux, came past the post. Pean's Peugeot was two minutes faster than Bashall in the first round. Franquebalme (Terrot) stopped near the depot, restarted, and then came back the wrong way of the course, much to the annoyance of the officials. His trouble lay in his oil pump. Grapperon's New Hudson had evidently punctured, as he slowed up at the depot on his second round and picked up a tube. In his second lap, Diosi (Rene Gillet) stopped at the depot to clean his carburetter. It is reported that Perrin was riding what was practically a pedal cycle frame, and it is said that it broke. He was slightly hurt. Taylor had been delayed by a broken valve and punctures. In the passenger class Bourbeau's Bedelia maintained its lead, but Devaux was unable to steer a straight course. The race resulted in a



Pean (Peugeot twin)

came fourth.

glorious British victory. The winning machine needs no praise from us. It was an absolutely standard model but minus a front brake, and was splendidly handled by the plucky and skilful Devay. At the grandstand there was nothing much in the way of excitement until near the finish Taylor came by at a terrific rate, and shortly returned the wrong way of the course on the rim, quickly detached the wheel from. South's machine, which had just arrived, and dashed off to finish seventh. Bailey broke two tappets, had -the carburetter slide jam, and broke a control wire.' Bashall broke a valve' in the last lap, and another valve broke earlier in the day which jammed in the guide. Scott suffered a broken top tube, but finished ninth. It was a great race, and Great Britain has to congratulate herself on the Triumph, Rudge, and Douglas machines finishing first, second and third. "

Results

1, Devay (499cc Triumph) 5hr 6min 54sec, 48.5mph; 2, South (499cc Rudge); 3, Bailey (350cc Douglas twin); 4, Pean (332cc Peugeot twin); 5, Cuzeau (345cc Terrot); 6, Kickham (350cc Douglas twin); 7, Taylor (499cc Rudge); 8, Devaux (332cc Peugeot twin); 9, Scott (499cc Rudge); 10, Steibel (497cc Indian); 11, Gabriel (499cc Triumph); 12, Bashall (350cc Douglas twin); 13, Stoffel (246cc Alcyon); 14, Bloch (489cc Rene Gillet twin); 15, Bourbeau (1,005cc Bedelia twin cyclecar); 16, Devaux (1,005cc Bedelia twin cyclecar). There were four classes, 250cc, 350cc, 500cc and passenger; all running together. Rudge won the team prize with Douglas as runner-up.

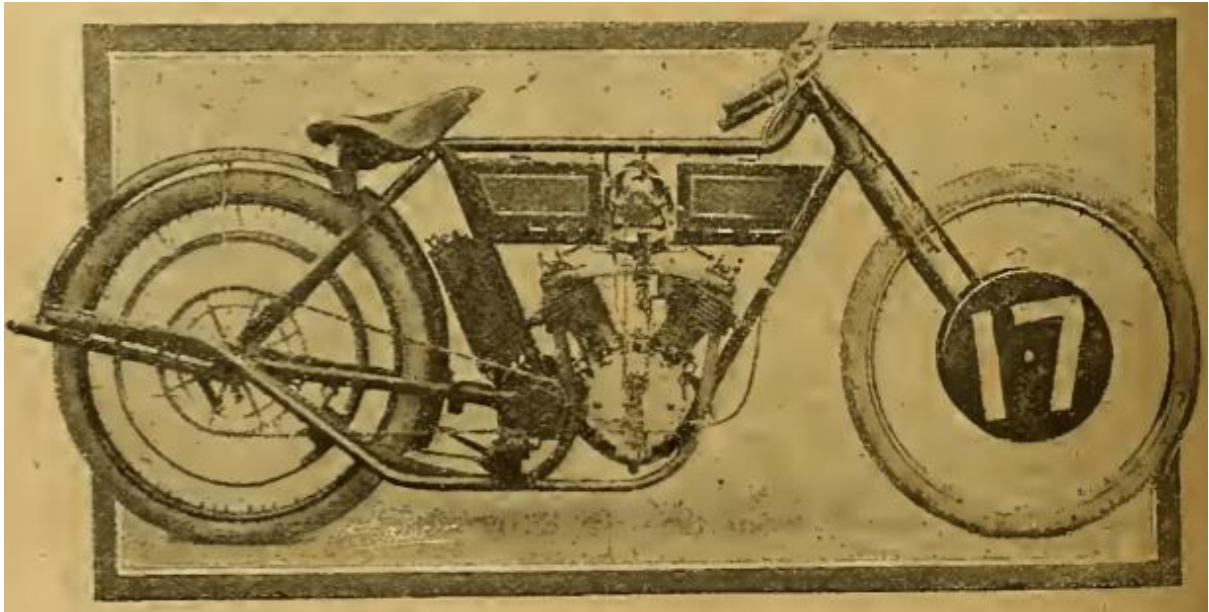


Cup teams: left, the Peugeot team, Pean, Baudry, Perrin and Devaux; right, the Douglas team, SL Bailey, WH Bashall and E Kickham.

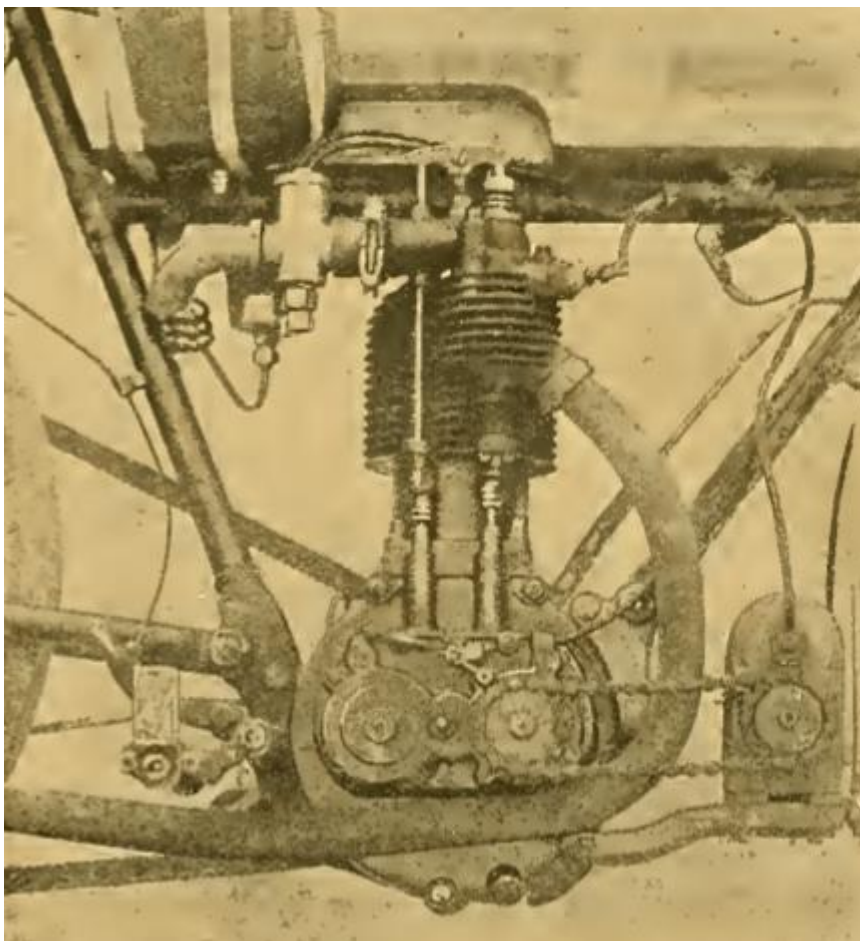
AN OHV 348cc ENFIELD twin debuted at the BMCRC's Brooklands TT races in the capable hands of HV Colver. It finished 11th in the Junior; Douglas twins took the first five places followed by three Humber twins, a NUT-JAP twin and a Singer one-lunger. The Senior race was won by JL Emerson on a long-stroke 3½hp Norton, ahead of J Haswell on an 'experimental' IOE Triumph, OC Godfrey (3½hp Indian), P Weatherilt (3½hp Zenith), EB Ware (3½hp Zenith), TA Carter (3½hp Martin-JAP) and WH Elce (3½hp Rudge). In the Junior race SL Bailey (Douglas) set a Class B record of 150-mile record of 2hr 49min 45sec; JL Emerson (Norton) set a Class C 150-mile record of 2hr 20min 52sec. The Norton also held a one-mile record record of 73.57mph.



JLE Emerson with the long-stroke Norton he rode to victory in the 150-mile Senior TT at Brooklands, averaging nearly 64mph.



Launched at the Brooklands TT races, this 1913 model Enfield featured a 348cc ohv V-twin lump with forced-feed lubrication.



Also debuting at Brooklands was the racing Triumph engine with overhead inlet valve. The Blue 'Un warned, "It is unlikely that it will be supplied to the public for some time."

A *MOTOR CYCLE* staffer used a Beeza to cover the ACU Six Days' Trial: "The trip to Taunton was made in weather which more closely resembled April than August. A slimy film of mud covered

the wood paving all the way to Hammersmith, Castelnau was little better, and Richmond with its tramlines worse than anything...After Basingstoke the deluge. How it poured! But sunshine followed the rain at Andover, and good time was made over the fine open road past Stonehenge, opposite the military aeropolis on Salisbury' Plain—a wonderful contrast between our greatest antiquity and our newest form of locomotion...the next interesting stage of my journey was from Ashburton to Two Bridges, which enjoys the reputation of being the hilliest road in England. It poured and poured with rain, the roads were stony, rutty, and steep, and the wind blew strongly; yet, save once to ask the way, I never



A 1912 Beeza sailed through the Six Days' Trial.

left the saddle...The machine gave the greatest satisfaction, was comfortable, steered well, and ran with clocklike regularity. Only one mechanical trouble did I suffer, and that was at Crewkerne on the ill-omened Friday, when I lost my overalls, my best screwdriver, someone took a fancy to the horn, and the inlet valve broke at the slot...The only criticisms I can give are, firstly, that the exhaust tappet threw out a fair amount, of oil, and, secondly, that the foot brake might have been much more powerful. The front brake, however, was distinctly good, and the CAP carburetter, shortly to be renamed the BSA and already standard, a joy for ever. The improved gear control by one pedal only was excellent. The release pedal to engage from low or neutral to top, however carelessly depressed, made the change so sweetly, thanks to the cone clutch, that no shock of any kind whatsoever was apparent. The starting of the engine by pedal was always effected at the first turn if the engine were warm or if the engine were cold and petrol were injected it started just as readily."

...AND ANOTHER *MOTOR Cycle* staffer covered the Six Days' Trial on a P&M: "The makers appeared particularly anxious that we should test the machine under such severe conditions as had been arranged for the 1,000 miles trials, and as for ourselves we felt that no better machine could be selected, and as events proved we would not have exchanged our mount for any in the

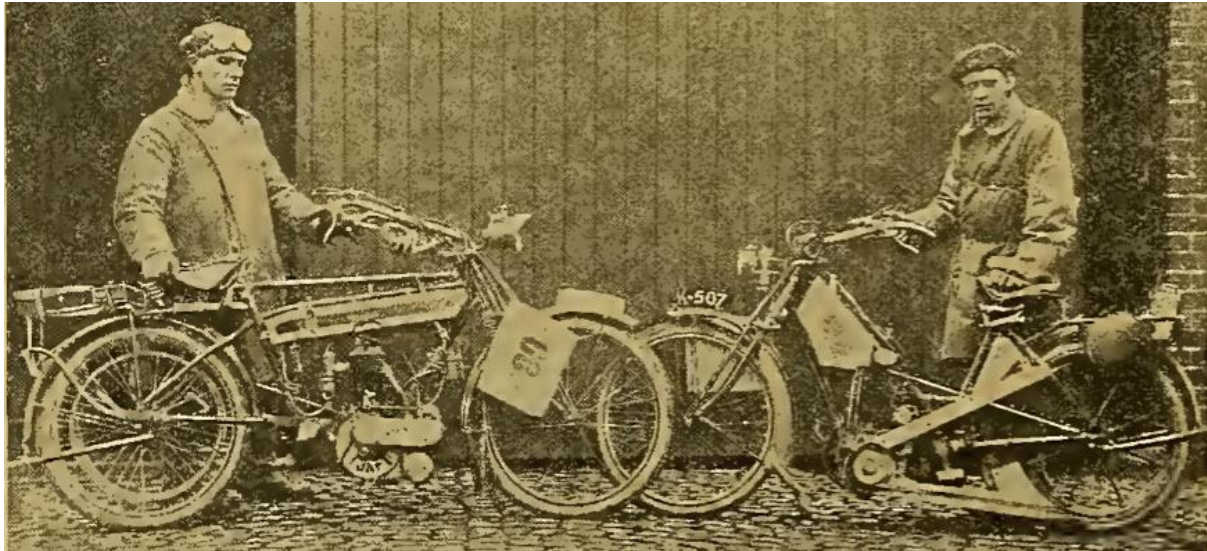
trial...Starting from cold is sure and certain with a P&M after injecting a few drops of petrol into the cylinder via the tiny pipe provided, and the engine does not go off with a roar on giving the kick starter a dig, thanks to the half-compression device. As for the gear we have nothing but praise; the clutches take up the drive sweetly and without jar, and it is chiefly the smooth action of the clutches which render the big jump from the low to the high ratio less noticeable. Hill-climbing is a delight with a P&M. No matter how steep the gradient, nor how wet the road surface, one has a feeling of absolute dependability after a little experience...Beggar's Roost and its 1 in 3½ gradient, Porlock, Lynton, and Bybers, to mention but a few of the chief acclivities which accounted for so many failures in the Six Days' Trials, have no terror for the P&M rider. As we climbed merrily up single-figure gradients past crestfallen riders who were struggling with their machines by the roadside we think that many a one would have given worlds to exchange machines...The machine was not new from the works with an engine tuned up to concert pitch; it was, in fact, the identical machine on which W Pratt carried off the special trade prize in the Scottish Trials a week or two previously. Consequently the engine had run a considerable distance before it came



In action the 3½hp P&M was

as quick as its competitors.

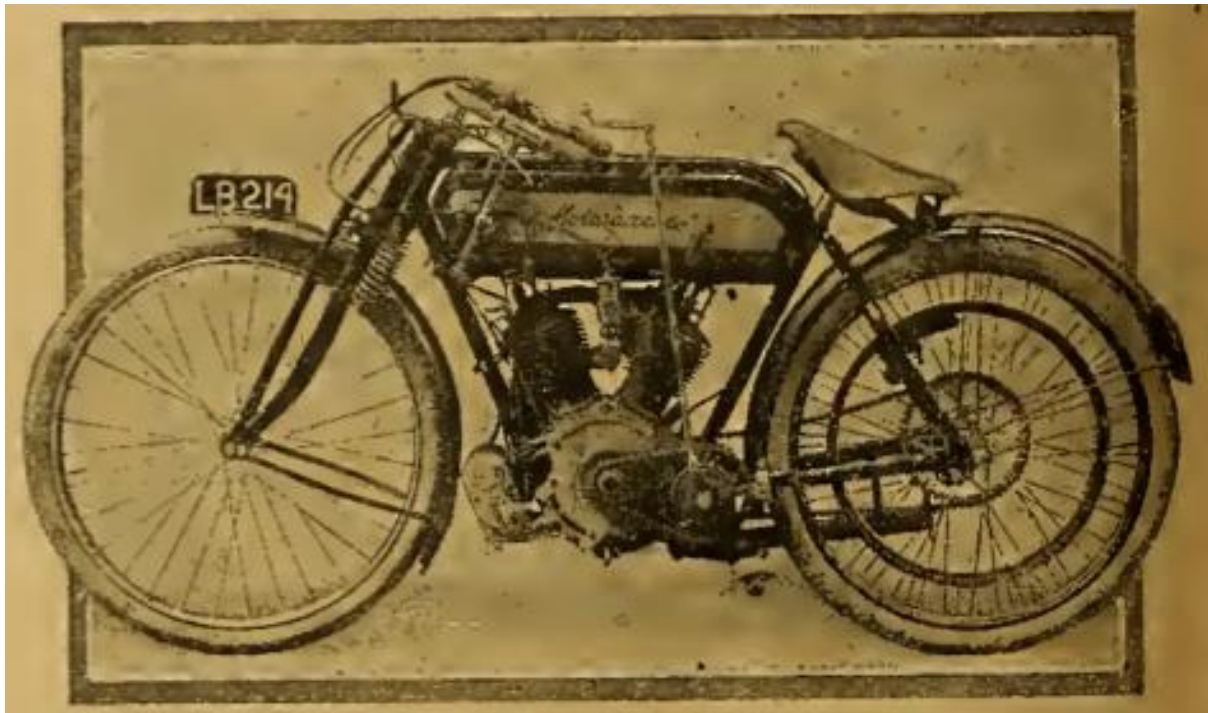
into our hands. With the run to Taunton and several hundred miles in close company with the Six Days' Trials riders, many a machine would have lost long ago that excellence necessary for the steepest ascents. Not so the P&M, which had never had its valves attended to, its jet changed, or, in fact, any other attention beyond filling with petrol and oil, twice tightening the rear chain by means of the simple chain stay adjustment provided, and twice adjusting the gear—an operation entailing one minute's work...Band brakes are frequently criticised in these columns, so we feel it our duty to report that the rear outside band brake was most powerful in action, never once required adjusting, and its only fault was squeaking when under severe strain. There seems to be a general impression that the P&M is not a fast machine...but we found the 1912 model as fleet as the majority of 3½hp machines, and the makers assure us that every one now turned out will attain a speed of 50mph on the road...our confidence in its stability soon became such that we bowled along over treacherous surfaces, overhauling one after another competitor (as indeed it was necessary for us to do), and seldom if ever did we detect a suspicion of a skid...our experience would only prompt us to offer the following suggestions, viz, that the gear change lever be placed further along the tank away from the rider's legs, and that the foot brake pedal be arranged on the orthodox side, instead of being operated by the rider's right heel." *For full reports on the ACU and Scottish Six Days' Trials take a look in the 1912 Features section.*



The Blue 'Un's photographer spotted two out-of-the-ordinary bikes at the Mersey MC's reliability trial: left, a spring-frame 3½hp Charles-Edmund-JAP; right a three-speed 2¾hp open-frame Victoria-JAP.

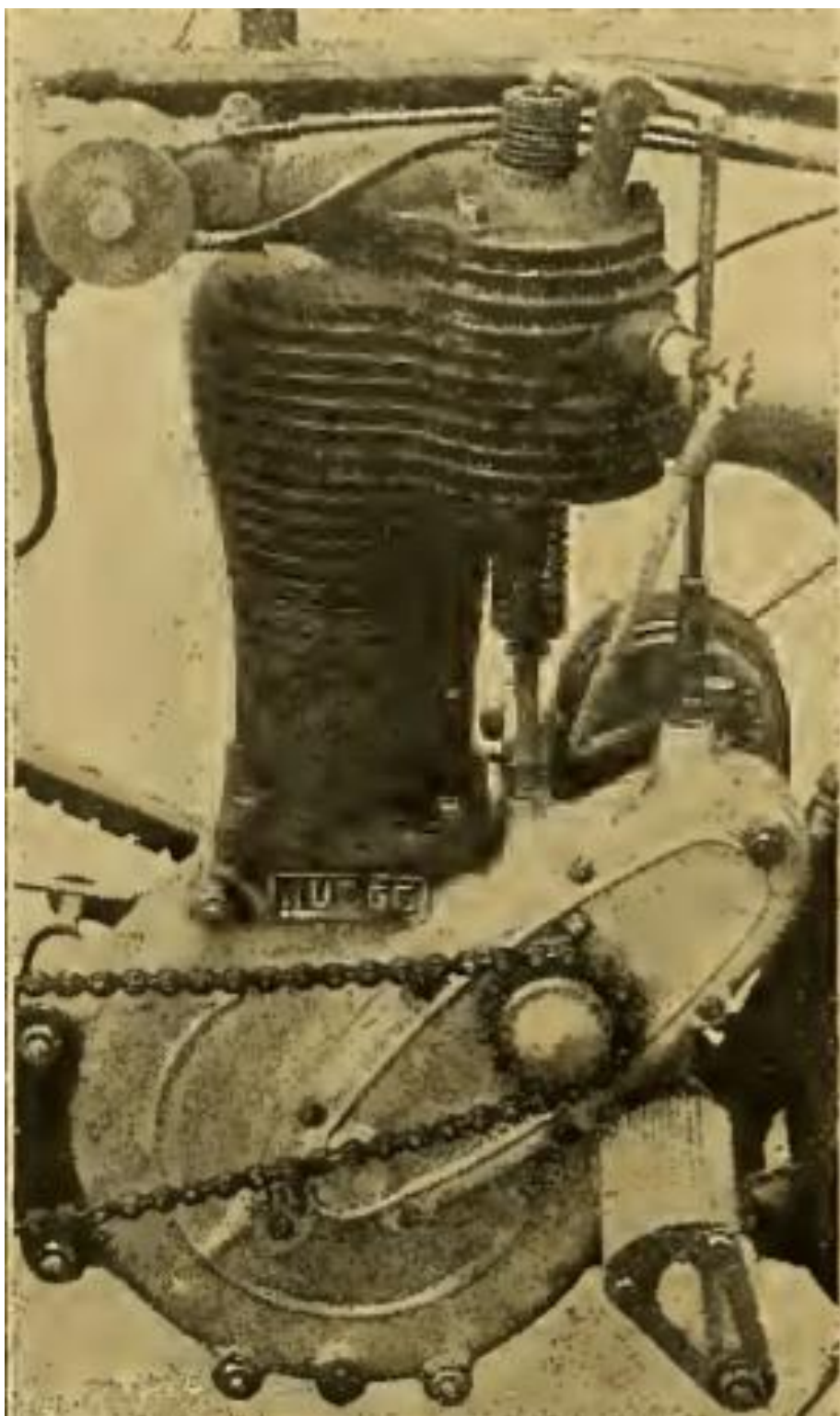
"OFFICERS WHO commanded the combined armies in the recent manoeuvres have expressed a wish that next year's motor cyclist 'despatch riders should be 'a proper unit of the Army' instead of being collected by the motoring organisations. We echo the desire."

"THE OLD TRICK of placing a string across the road on a level with the head of the rider of a motor cycle or pedal cycle has cropped up again in Bishop Auckland. It would be well if the police were to take very drastic action in cases of thia kind, as serious injury can be caused to a rider's eyes, not to speak of knocking him off his machine, blinding him, or cutting his throat with the taut string. In the particular instance under discussion, the string was supposed to have been placed in position by some boys about twelve years of age. The birch is the only cure for this kind of thing."



Motosacoche, having earned a reputation for dependable lightweights, appeared at Brooklands with an experimental model powered by an 6hp ohv 750cc V-twin which was timed at 73mph.

IN HIS INAUGURAL speech TB Browne MIMechE, incoming president of the Institution of Automobile Engineers, reviewed 'The Progress of the motor cycle': "It is but a few years since many scoffed at the idea of a successful motor cycle, as they did at the idea of a successful motor omnibus, and as we have seen, the number of motor bicycles registered in this country is about 130,000, not to speak of a large number spread throughout our colonies...It will be remembered that a few years back the motor cycle sprang into popular favour, and a large number of these machines were to be seen on our roads, but, curiously enough, after a short period of popularity they seemed to fall into disuse, until at last it was quite rare to meet a motor cycle anywhere. The reason of this strange disappearance was due to the fact that the motor cycle had come before its time. Two very important adjuncts had not been sufficiently perfected to



Rudge built a big thumper—this 750cc was designed for its cyclecars and sidecar outfits.

make it reasonably safe and reliable. The first was the non-skid tyre, which is an absolute necessity for motor cycles, and the other was the magneto ignition...It is now no novelty for business firms to equip their travellers with motor bicycles, and they find that it pays them to do so, particularly in districts badly served by the railways, or where railways are few and the distances to be covered great...In several districts in England, Post Office contractors have adopted the motor cycle in their work with great success...In the recent floods at Norwich,

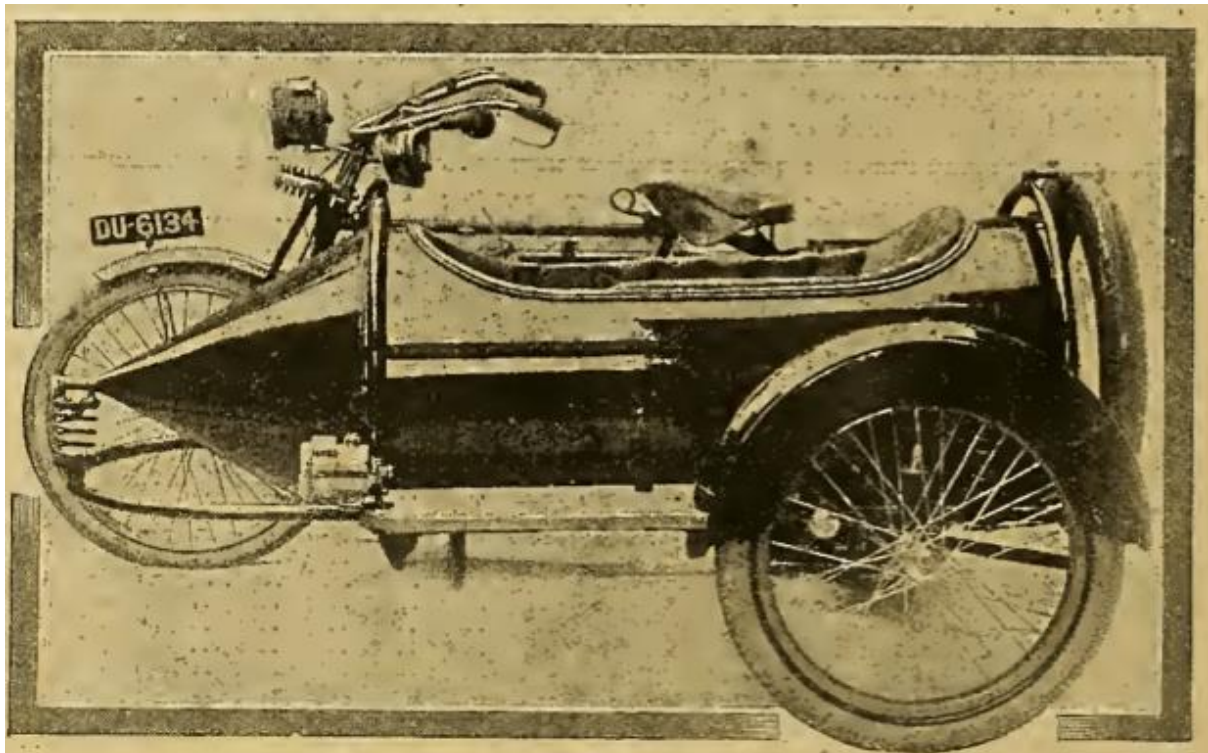
motor bicycles and sidecars were used with great success for carrying mails to the beleaguered city when the railway facilities had failed entirely...As regards the capabilities of the machine, there is practically no hill in the British Isles which the motor cycle cannot climb, while on the track it has attained a speed of 93mph, has covered over 3,000 miles in six days, and 20,000 miles in 21 weeks with a sidecar, and 40,000 in 40 weeks as a solo machine."

THE FIRST MAJOR reliability trial in Bavaria ran from Munich to the Bohemian border and back, taking in 500 miles of tough going over two days. The winner rode a P&M, the runner-up was on a TT Triumph, ahead of an NSU and an FN.

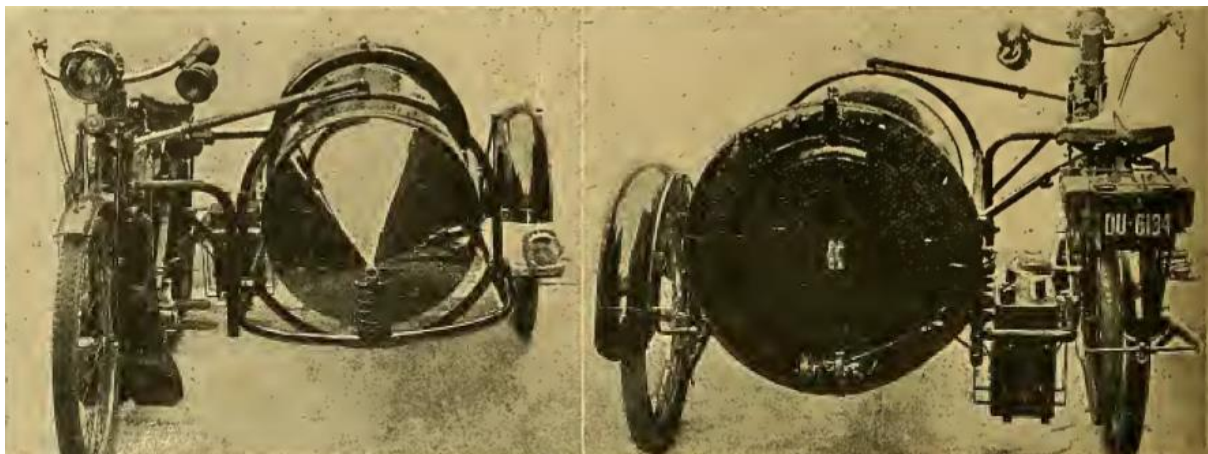


There was a big field at the start of the BMCRC Hour Championship race at Brooklands for The Motor Cycle Cup. JL Emerson (3½hp Norton) won, covering 63 miles 1,289 yards.

SIDECAR DESIGN took a step forward with the launch of the Gloria: "The body is shaped like a projectile, coming to a very fine point forward and ending in a plain circle aft. In the back is a locker fitted with shelves for carrying tools, etc, and behind is a tyre carrier. The suspension is ingenious and embodies the well-known Gloria spring wheel, while the body itself rests on three large compression springs, rolling being prevented by light auxiliary leaf springs attached to the two rear coil springs. The chassis is of particularly stout construction, the main frame being carried right round the front of the vehicle, while a circular stay completely surrounds the two ends of the body. From the top of the front circle a fourth attachment leads to the cycle head. The body has no door, but a neat metal running board affords a simple method of entry."



"A motor cycle projectile! A novel design of Gloria sidecar suspended on spiral springs. The framework is of special construction."



The Gloria Cycle Co's streamlined 'projectile' featured effective suspension and four fittings.

"THE FACT THAT J King, who recently won the Nottingham & DMCC reliability trial of 100 miles, has only one arm shows that the riding and management of a motor cycle is neither a difficult nor dangerous occupation when due care is exercised."

GE STANLEY, RIDING a 3½hp Singer at Brooklands, set a Class C (500cc) hour record of 67 miles 782 yards. Stanley had averaged 69.4mph for more than 50 miles but a snapped valve during his final lap left the engine firing intermittently with the valve working 'automatically'. He finished by paddling the bike along with his feet but had completed one lap at 70.48mph and was confident of covering 70 miles in the hour.

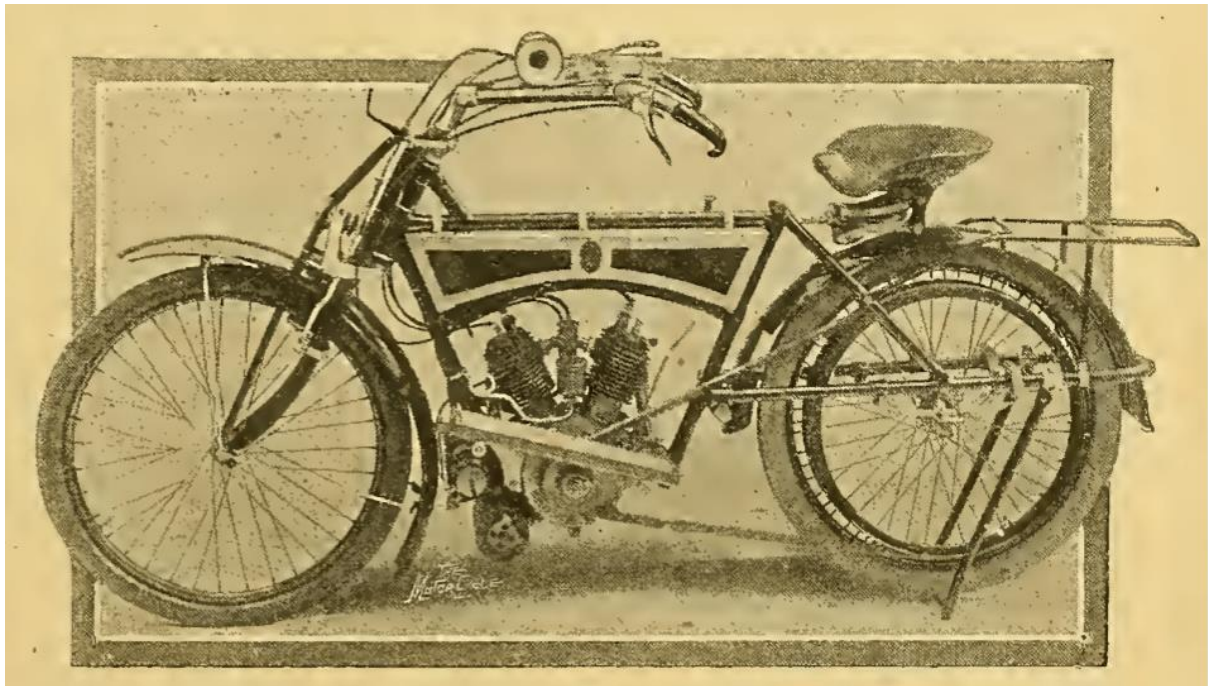
SOON AFTER THE French ace Grapperon, riding a 494cc Anzani at the Parc des Princes track, Paris, set a French hour record of 52.98 miles (an unofficial record as the Auto Union Français did not recognise records set in private tests). The Blue 'Un commented: "Grapperon should

come to Brooklands and see if he can approach GE Stanley's latest figures. Fourteen and three-quarter miles will be the extra distance Grapperon will have to ride in an hour to tie with the British hour record." Never averse to take a second bite of the cherry, *The Motor Cycle* was clearly delighted to report a few weeks later: "On Saturday afternoon last, at the Parc des Princes Track, Paris, Lombard attacked the French hour record for motor cycles of 500cc and succeeded in beating Grapperon's previous performance of 85 kilometres 320 metres by 480 metres, covering 85 kilometres 800 metres. This distance equals 53.28 miles. The English hour record, made by GE Stanley, October 15th, 1912, on a 500cc Singer, stands at 67.42 miles, a difference of 14.14 miles. Lombard rode an Albatross." The Brits lording it over the French? Mon dieu!



Motor cyclists at Eden Gardens, Calcutta, pictured after a race on the Barrackpore Road.

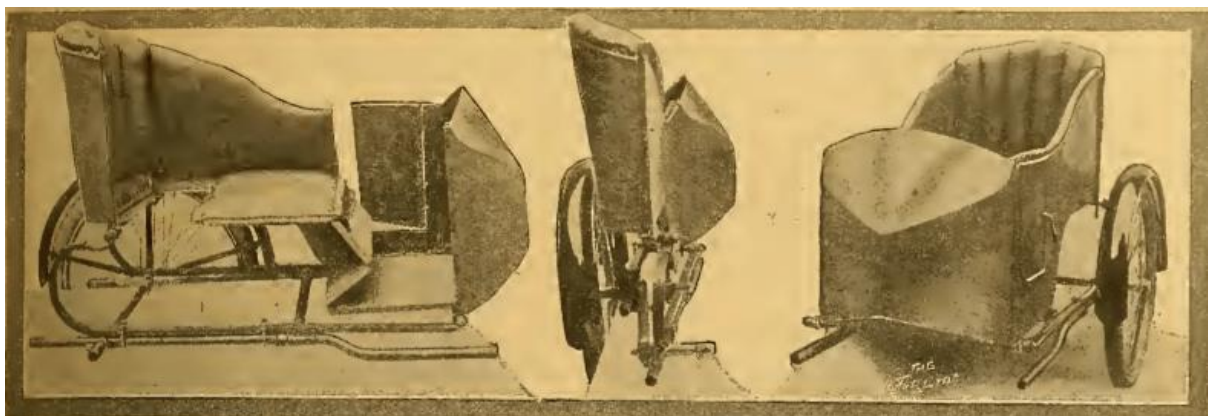
FROM RANDALL & CO of Wanstead came a 3hp JAP twin-powered model with a sprung frame. "The chain stays pass right round the back of the wheel in the form of an arch and are brazed to the seat stays at the centre. The wheel is carried on a pair of elliptical springs like carriage springs, and is free to rise and fall within certain limits." *The Motor Cycle* commented: "There is little doubt that eventually all motor bicycles will be sprung fore and aft. The proper place to insulate the machine and rider from vibration is at the road wheel. It is strange that few large firms have seriously tackled the question of springing the rear wheel as well as the front. It has been pointed out to us from time to time by manufacturers that springing the rear wheel causes the rider to feel more of the engine vibration. This may be true to some extent. The machine has been ridden a good deal by the Captain of the Essex MC, who reports that it is most comfortable and the springing is a most practical device. Saxon forks are fitted to the front wheel. Special attention has been paid to the mudguarding of the Randall machine, the guards are no less than 5in across.



The Randall sported suspension at both end with a V-twin JAP in the middle.

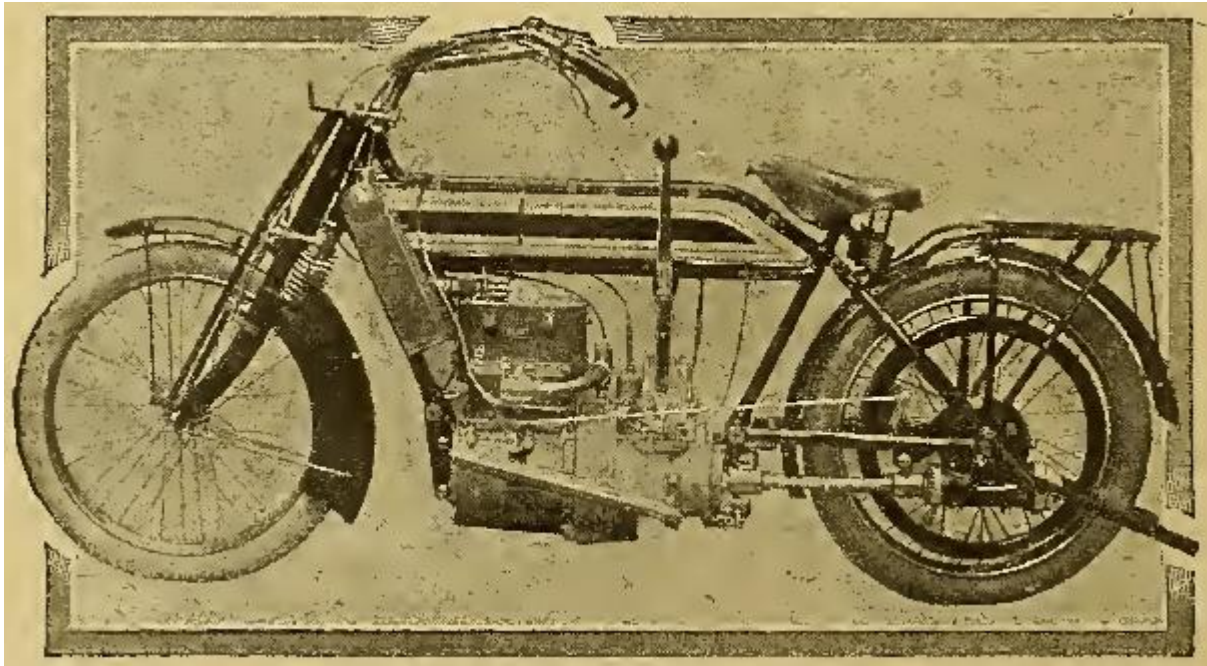
“RECENTLY A BEDFORDSHIRE farmer whose horse was frightened by a passing motor cyclist was thrown out of his cart and his shoulder broken. RAC road guides will be stationed in villages in which fast driving has been noticed, to report the behaviour of any offenders. In Bedfordshire there have never been any police controls, and ten-mile limits are unknown; therefore the abuse of the privileges offered by a county which is notably friendly is highly to be deprecated.”

At the 11th MCC annual dinner club president Charles Jarrott urged members to remember that they were “*the* Motor Cycling Club, and to maintain that position, and keep the sport of motor cycling before them for all time”.



For combo riders who wanted to store them in alleys came a collapsible sidecar made, reasonably enough, by the Patent Collapsible Sidecar Co.

“FROM NOW Muriel Hind is Mrs R Lord.’ Such is the wording of a telegram received at our office last week. ‘Dick’ Lord will be recollected, as the Rex rider. We extend our heartiest congratulations. We understand Mr and Mrs Lord will reside near Coventry.”



The Stuart-Turner, designed as a sidecar hauler, was described as “a pleasing departure from standard practice”. Power came from a 783cc 8hp water-cooled in line twin two-stroke with a two-speed unit-construction gearbox and shaft drive.

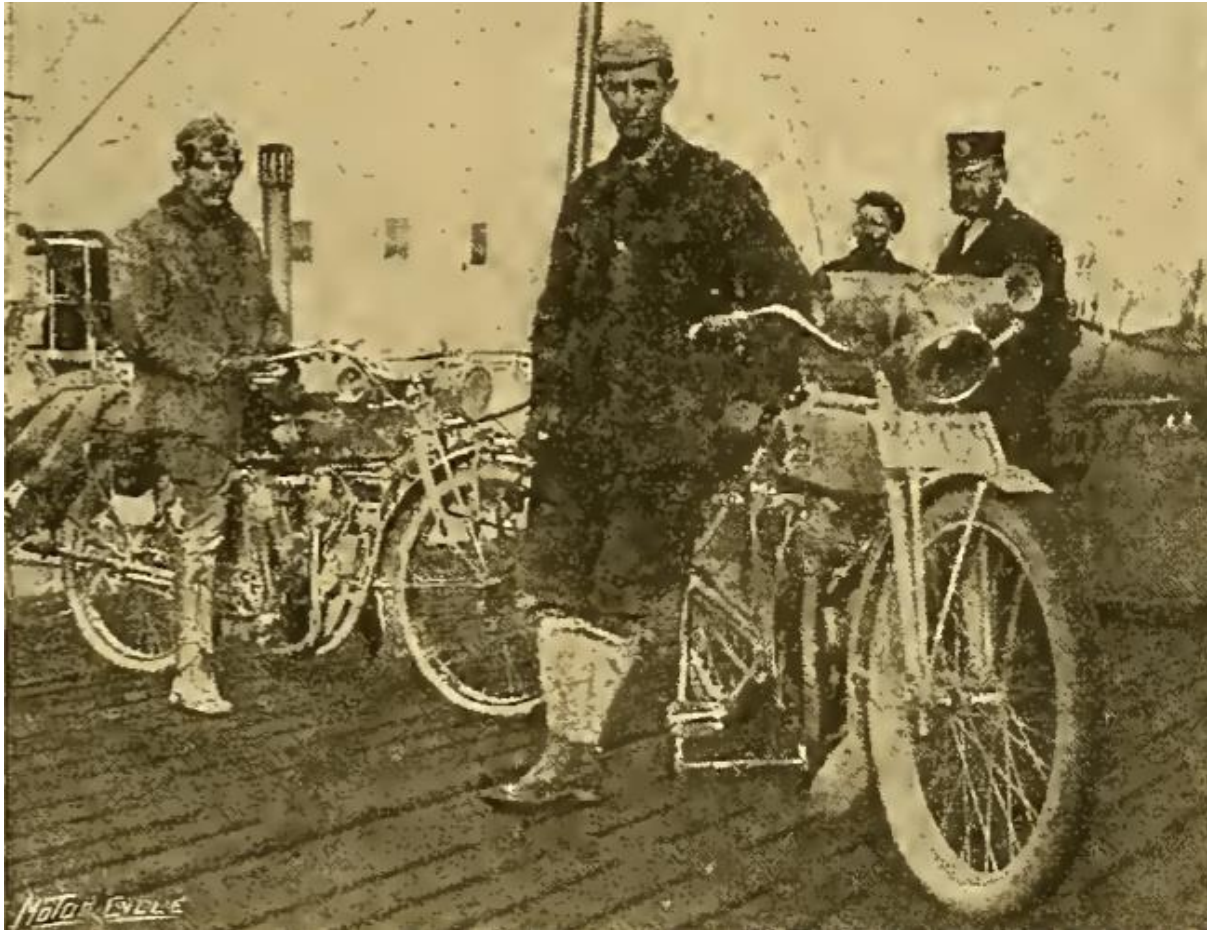
“WE ARE INFORMED by Mr C Hirst, the hon secretary of the Wakefield MCC, that no hill-climbing competitions will, in future, be allowed in the West Riding of Yorkshire in consequence of the Bradford MCC holding a, hill-climb in the district on Sunday and causing much annoyance to other users of the roads.”



This is the Bradford club on a social run—or, to be more exact, the Bradford-on-Avon & DMCC of Wiltshire.



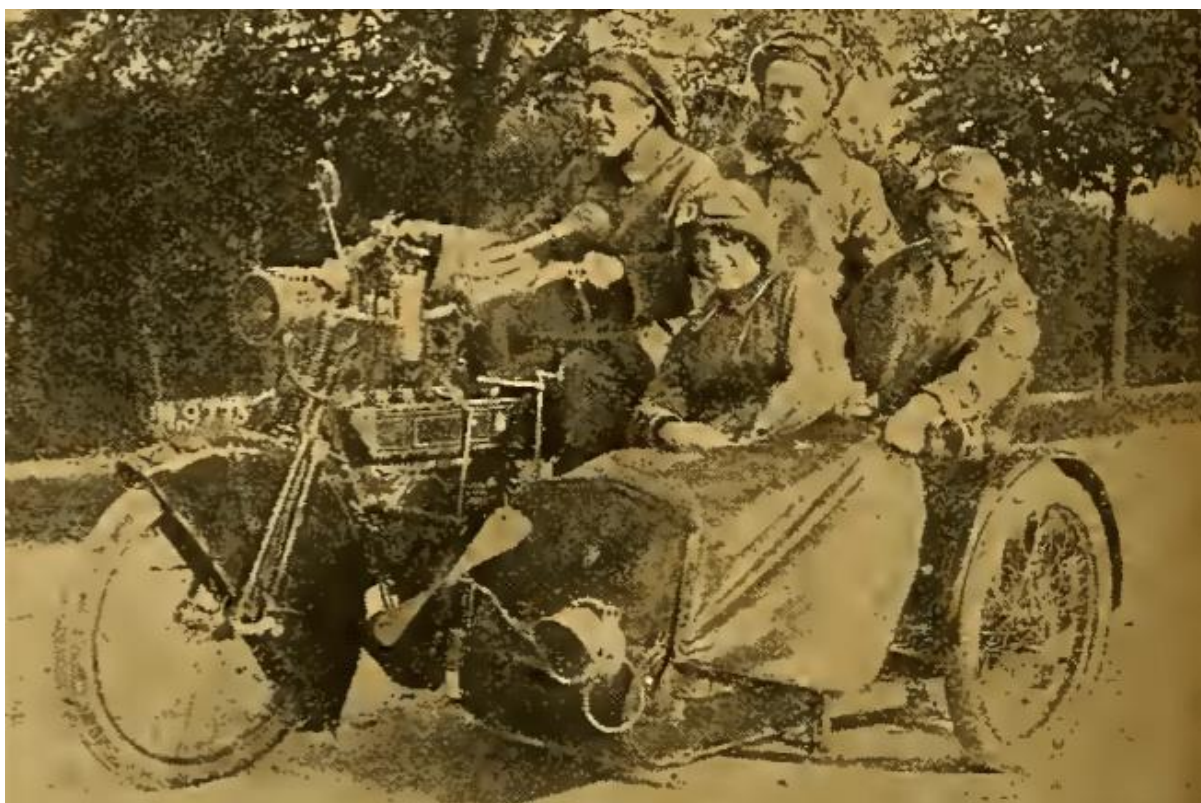
...and here they are again, during a visit to Druce's Hill House. I hope they noted the main facade's rusticated quoins, moulded strings at 1st and 2nd floor levels, moulded cornice on small console brackets and the parapet with balusters at intervals directly over windows. Ain't google wonderful?



"Two American tourists, the brothers Cooledge of Atlantic City, Georgia, with their 7hp Indian and Thor motor cycles, on which they have just completed a 5,000 miles trip. They arrived at Dover one day last week, and describe their trip in the vernacular as a 'nifty' time."

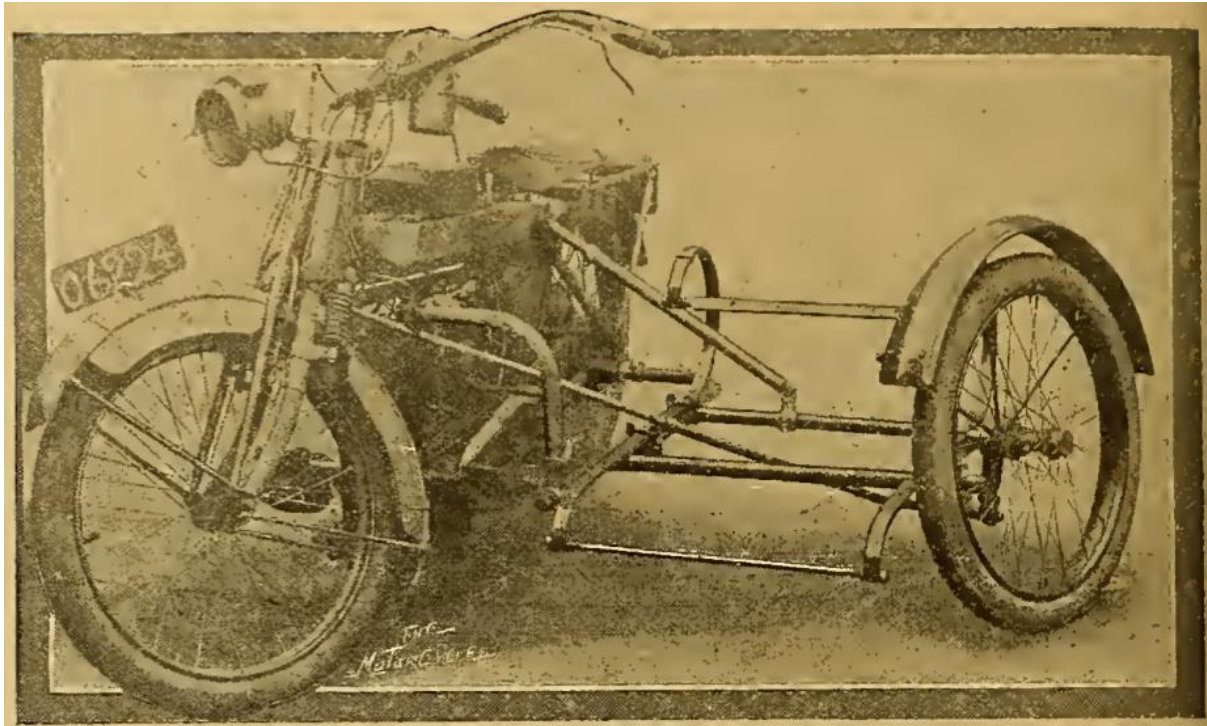
"A GREAT MANY motor cyclists are grumbling because next year's TT races will not take place over the weekend. We are sorry to have to say that there is no doubt that motor cyclists have brought the alteration on themselves, as the number of complaints about motor cycles being ridden at speed through Douglas, and in the island generally, on the Sunday has urged the authorities to request the ACU to hold the race in the middle of the week, so that Sunday does not intervene."

MOTOR CYCLISTS WERE up in arms over proposed changes to the road tax rules. Press, trade and clubs were signing petitions and putting what pressure they could on the government. The Motor Cycle reported: "It is worthy of notice that the new Rudge sidecar machine, which has an engine of 750cc, owing to its long stroke, will come within the £1 limit, though with sidecar it may turn the scale at 4½cwt. The Martin-JAP racer, however, a machine which weighs 150lb and has a capacity of 498cc, will necessitate a payment of three guineas. Thus we see the absolute unfairness of the proposals without having to make comparisons between motor cycles and cars or carts. We should very much like to know what qualifications the committee which made these proposals had to legislate for motor cyclists. A simple explanation of the recommendations is itself a condemnation. We urge every reader to sign the petition form in this issue." The ACU set up a 'taxation committee' chaired by Arthur Stanley MP with reps from the AA, Motorists' Union, RAC (Rear Admiral Sir RK Arbuthnot MVO RN, no less), Motor Cycle Manufacturers' Union, Scottish ACU and Motor Cycle Union of Ireland.



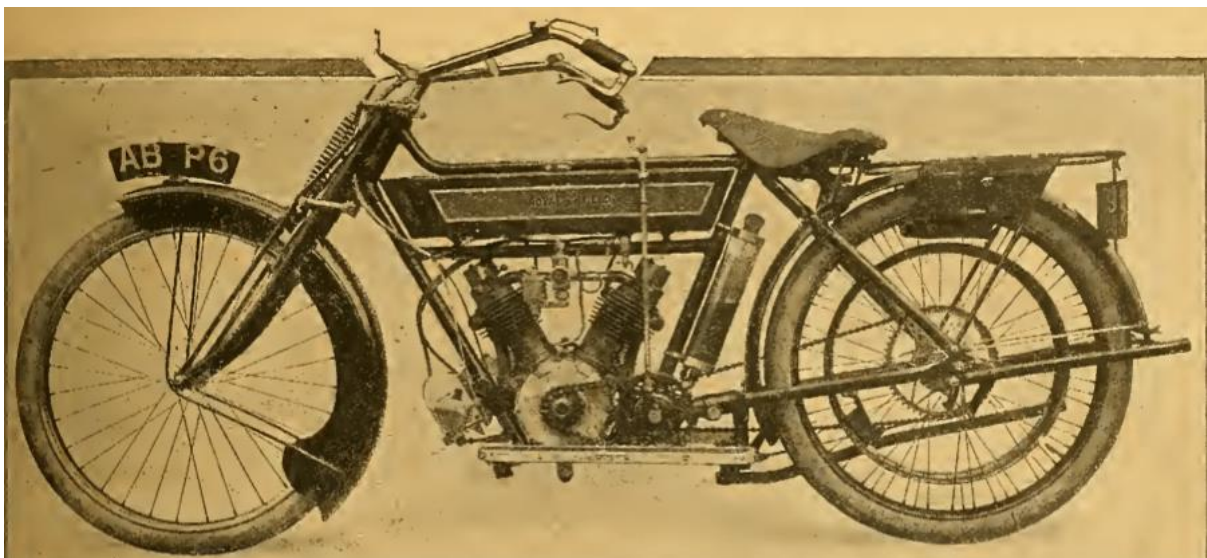
HC Sharp of Ealing Common with his 6hp NSU and three happy passengers.

“A CALL AT THE Clyno’s new works at Wolverhampton proved to us that the firm have no intention of being left in the lurch during the coming season.” An enlarged crankcase breather was revamped to lubricate the primary chain [“a special 5/8in Hans Renold front engine chain”]. “The clutch two-speed gear has been superseded by a substantial counter-shaft three-speed in combination with a multiple plate clutch”. The primary and secondary chains and the clutch were totally enclosed in aluminium cases. The wheels were QD and interchangeable. “A powerful internal expanding brake is now fitted to the rear wheel and operated by a pedal on the off side”—a right-foot lever operating a rear drum brake. All features that would be ubiquitous for decades to come. A drum brake was available as an option on the sidecar wheel, operated by the rider or passenger. Another feature that didn’t catch on was Clyno’s patented duplex steering system: the sidecar-wheel was linked to the handlebars giving two-wheel steering.



The latest Clyno combo was packed with innovations included a patented duplex steering sidecar.

ENFIELD'S PRINCIPAL innovation for 1913 was a 425cc 3hp 60deg IOE V-twin with "mechanically forced lubrication with a gear-driven oil pump." At the rear of the seat tube is a cylindrical glass oil tank, the glass being practically unbreakable owing to its thickness—a quarter of an inch. The tank holds sufficient oil for a considerable distance; in fact the same oil is used over and over again until its viscosity be destroyed, when, of course, it should be renewed." Total-loss was giving way to a 'modern' lubrication system.



Enfield's pretty little 3hp twin was a pioneer of recirculating mechanical lubrication, complete with a glass oil tank.

ANGRY YOUNG MEN in the Manchester Centre of the Cycling Touring Club decided to clamp down on speeding motorists and motor cyclists by forming themselves into the National Road Guards and reporting speeders to the cops. Describing them as "amateur police" *The Motor*

Cycle said: "If the National Road Guards will confine their attention to putting down the road hog and stopping really dangerous driving we should be only too glad give them our support. It is not, however, fair to blame all motorists for the faults of a few...in some counties the ferocity of fines are out of all proportion to the offence...In fact, the sport of wife-beating and assaults on the police can be indulged in more cheaply than riding a motor bicycle if the rider has chanced to leave his licence in the pocket of another coat." Soon afterwards it reported: "In view of the outcry in connection with motor accidents in the Manchester district and the formation of the National Road Guards (self-styled), it is particularly interesting to note that Mr R Peacock, the chief constable of Manchester, has stated that more accidents, fatal and otherwise, have been caused by trams than by motors, in spite of the fact that 5,000 driving licences have been issued in the city. He also said that undue prominence was given to motor accidents in the daily press."



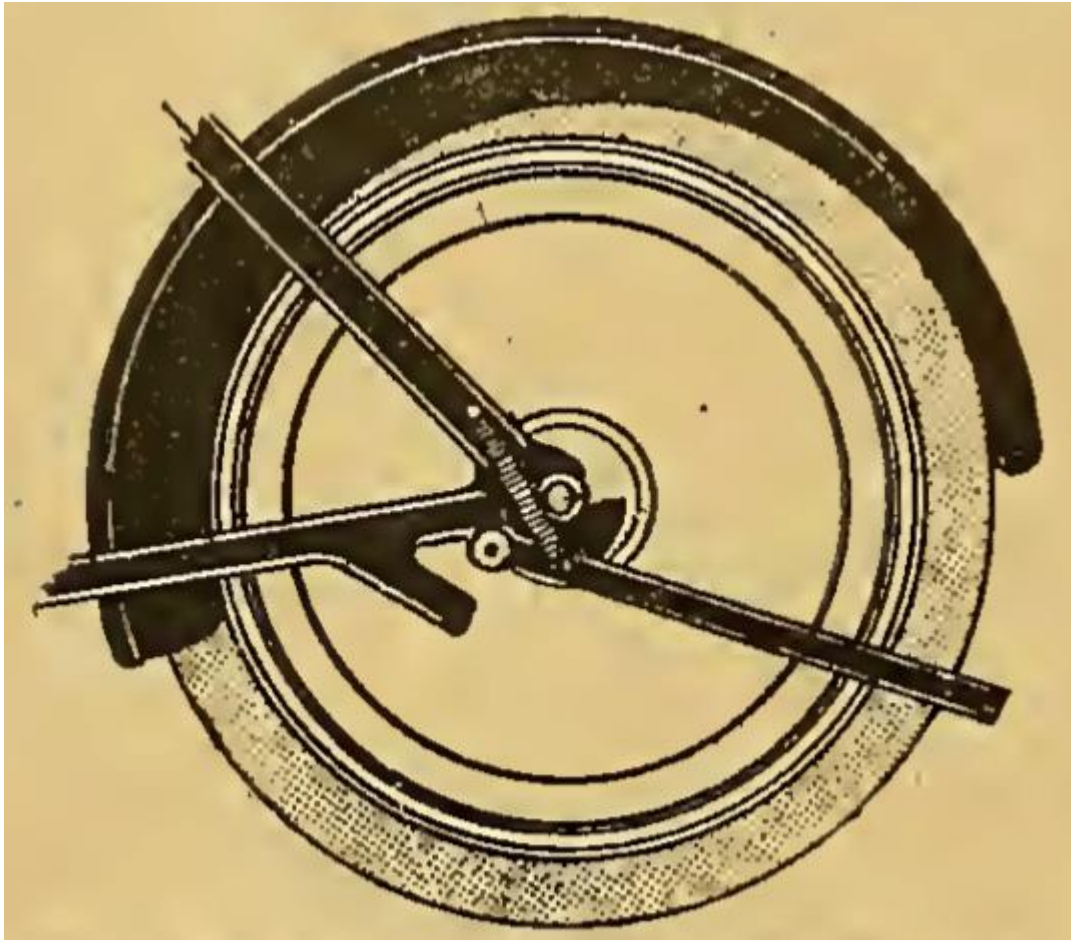
Bradbury was among manufacturers to offer full chain enclosure for the new season; it also fitted effective guards to its belt-drive models.

"THE FOLLOWING is an extract from a letter recently received from a solicitor: 'It is very difficult to get the judge, in this county court to give a verdict in favour of a motorist or motor cyclist as against other users of the road.'"

"BONA FIDE members of clubs may obtain an admission ticket to the Olympia Motor Cycle Show at half-price if applied for through their secretaries in quantities of not less than six."

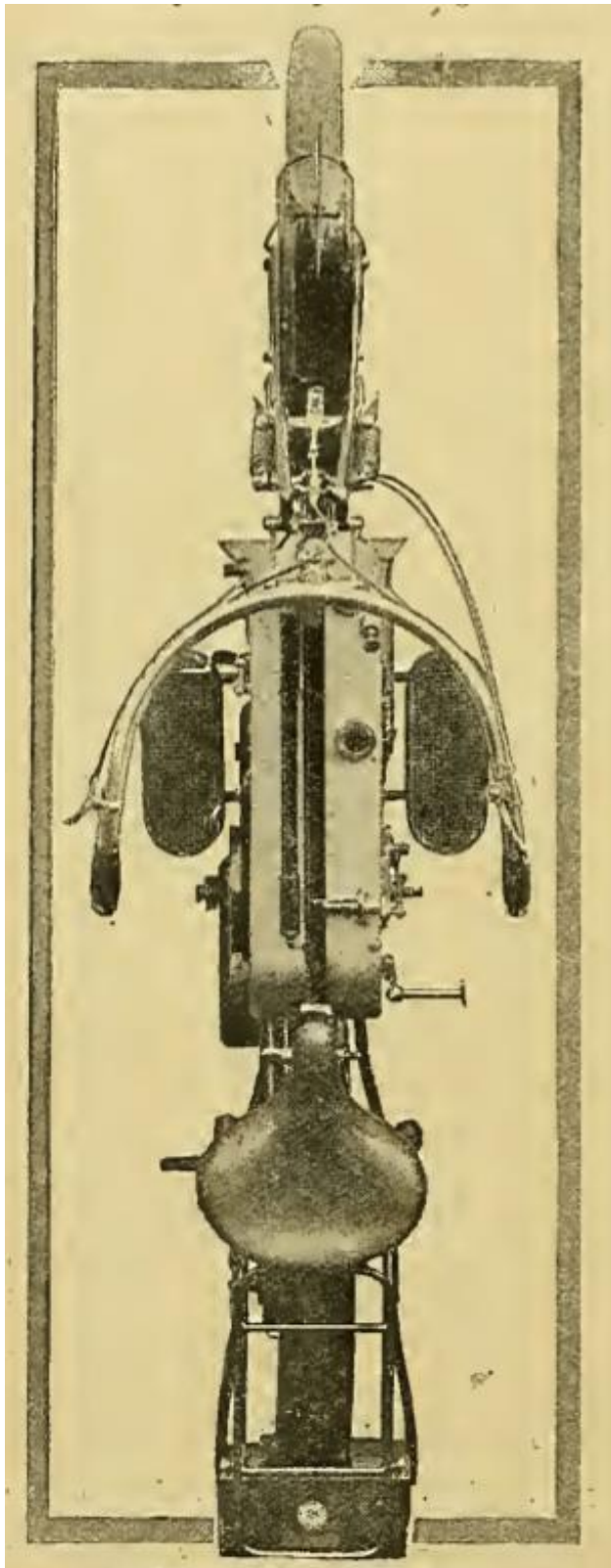
PREVIEWING THE OLYMPIA show *The Motor Cycle* assessed the state of British motor cycles.

"Side by side valves are most popular in both singles and twins, and the overhead inlet valve, successful as it has been, is not gaining ground, ie, there is no sign of a rush on the part of reputable firms of long standing to change from the former to the latter design...The two-stroke engine has not, despite its great success in this year's TT Race, been adopted by many manufacturers: this we regret because the two-stroke simplifies design to such an extent that it is possible to make two-stroke engine



“The stand [on the 1913 Norton] is of the spring-up type, ie, when the machine is wheeled off the (stand it springs up without the rider bending down to lift it or fasten it in position.” Before long virtually all stands would be sprung.

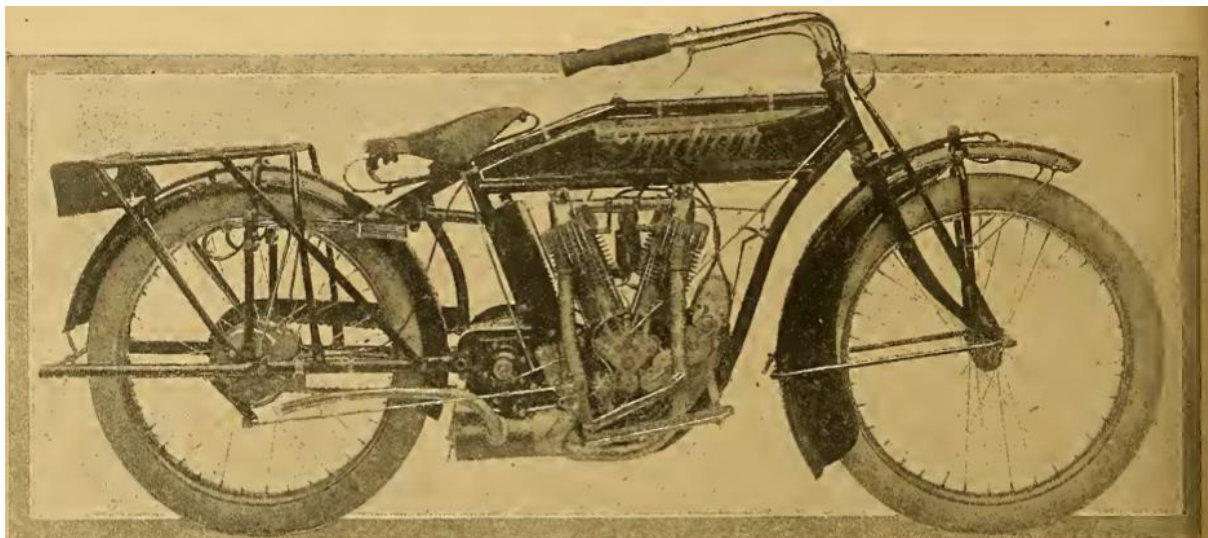
with only three moving parts—crank, piston, and connecting rod...There is a slight tendency, perhaps, to revert to detachable heads, which simplifies valve grinding and the removal of carbon deposits...Partly enclosing the valves and tappets is a noticeable tendency in the right direction; it makes for a cleaner and slightly quieter valve action, and if carried further the guides, etc, might work in oil, which would tend to reduce wear and absolutely exclude grit...Forced lubrication has been adopted by several firms this year, whereas last year there were only two examples in the show. The introduction of a special force feed apparatus for motor cycles by a leading firm may revolutionise motor cycle engine lubrication...Nearly all motor cycle engines remain air-cooled but examples of water cooling will be shown...The control of engines is little altered, the twin handle-bar control for the carburetter is almost universal, and few machines will be offered without a handle-bar-controlled magneto...Silencers will be inspected with more than usual interest this



This striking plan view is of the 1913 6hp AJS twin.

year in view of threatened legislation. The question of a quieter exhaust has been settled in most cases by the fitting of an expansion chamber and a rearward extending pipe which certainly reduces noise, particularly to the rider...The transmission question still remains a vexed one. All types have their advantages: direct drive by belt is still the most popular, followed

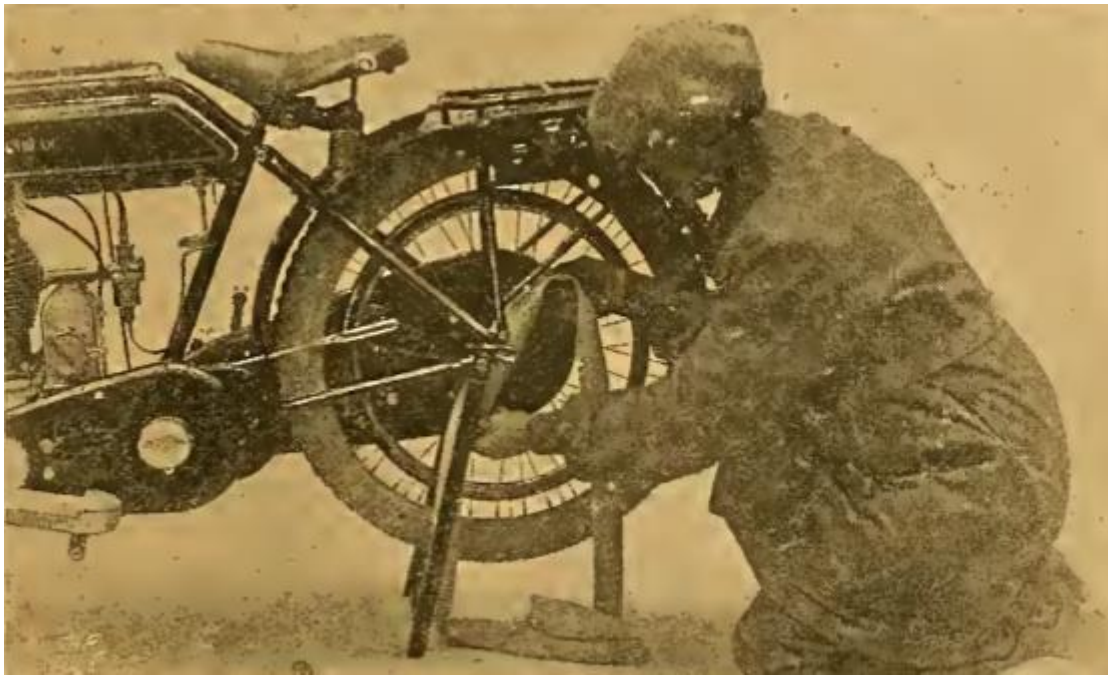
by the all chain system. The compound type, either by chain and belt or gear and belt, is third in popularity from a manufacturing standpoint, and shaft drive comes last...Frames are little changed, and we are surprised that more attention has not been given to springing; there are one or two notable efforts to improve in this direction, but the majority still adhere to a rigid rear frame...In regard to sidecars the passenger's convenience has been further studied, and it is now easier to obtain a sidecar giving all the comfort obtainable on a touring motor car than ever before." Ixion, as usual, had the last word: "Nothing impressed me more at Olympia than the carburettors. The leading types showed an extraordinary sympathy with our practical needs, and a bewildering wealth of ingenuity. The advance since, say, 1909 is colossal. I must admit that there is an equal advance in metallurgy and in the whimsies by which high engine efficiency is procured; but that is less obvious—you have to take the machine on the road to discover it, whereas a cute observer can estimate the value of a carburetter when a section or a drawing is put in his hand...I was particularly pleased to see that a few makers are coquetting with spring handle-bars. I used such a bar on a rigid framed machine nine or ten years ago, and though it was of pretty crude design, I am bound to say that it afforded more comfort, in spite of the rigid fork beneath it, than many a modern spring fork with rigid handle-bar... I could only reflect sadly that if a tithe of the ingenuity shown in carburetter and engine production had been devoted to springing and to making a machine rust and mudproof, motor bicycles would be far more suitable for all-the-year-round road work than they are. The real fact is that the racing factors have dominated the industry during the last two years; the track and the hill-climb have been the two features on which most makers have glued their eyes. The industry and the pastime could do with a rest from all speed work for twelve months."



Indian's formidable 7hp twin sprouted leafsprings at the rear to join its leafsprung fork. Other upgrades in advance of the 1913 season included roller-bearing big ends, an internal-expanded drum brake, more effective mudguards and a tapered exhaust tube said to make the exhaust "almost inaudible".

THE ACU, SOLE surviving subscriber to the International Federation of Motor Cycle Clubs (FICM), called a meeting at the Olympia show to reactivate the international body. Delegates came from Belgium, Denmark, France, Italy, the Netherlands and the USA; the FICM was back, "to control and develop the sporting and touring aspects of motorcycling". Two weeks later they met again at the Automobile Club de France in Paris. Delegates from Britain, Belgian, the Netherlands, Denmark, Switzerland, Italy, the USA and Canada were welcomed by the Baron de Zuylen de Nyvelt, the Chevalier Rene de Knyff and the Comte de La Valette; Sir Arthur Stanley

was elected president with the Marquis de Mouzilly St-Mars as patron. It was agreed that the FICM would stage an international trial as part of the 1913 ACU Trials in the North of England. Each country would field a team of three with bikes painted in agreed national colours: England, green; France, blue; Germany, white; America, white and blue; Belgium, yellow; Spain, yellow and red; Austria, red and green; Italy, red; Switzerland, red and white; Denmark, green and white. "Mr Boileau [of the ACU] extended a hearty welcome to the teams on behalf of England, and hoped that the best team would win." (Applause.) "There then ensued a lively discussion, during which everybody tried to speak at once. France claimed priority of dates for the Grand Prix races in July, which clashed with the ACU Trial, and Belgium claimed the week after for its races. After further discussion, it was decided to hold the international trial in England over four days, about September 22nd. The distance is to be 1,000kilos, 250kilos per diem, and the ACU is to draw up separately the rules, while it was also decided to hold the 1914 trial in France..."



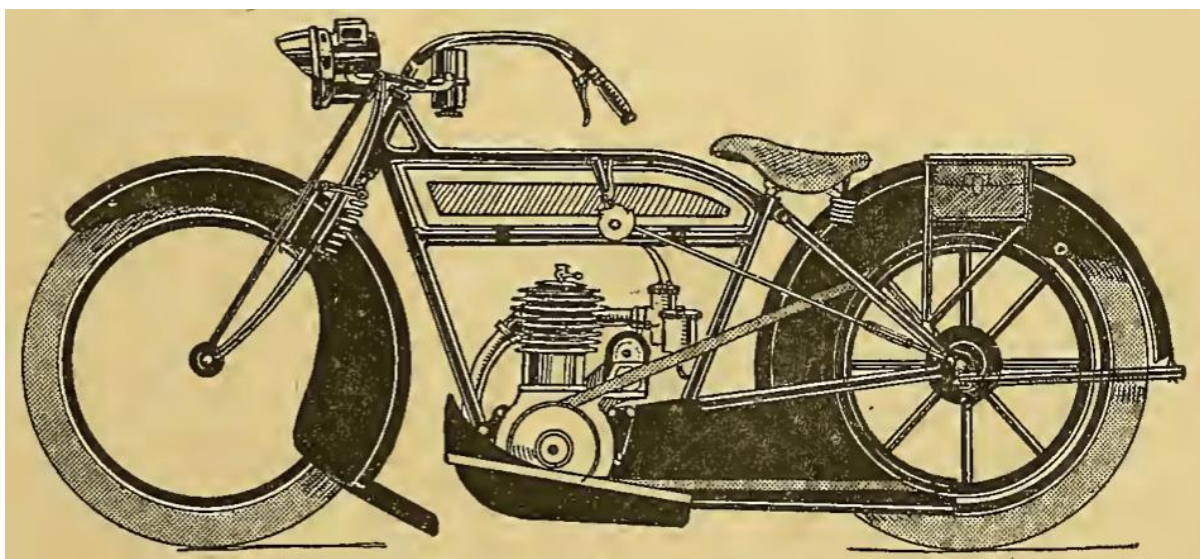
For the

new season Sunbeam came up with a tidy black and gold 2¾hp 350 which featured a 'divided axle', allowing a puncture to be repaired without removing the rear wheel. *The Motor Cycle* reported: "On the road we found the machine quiet, flexible, and powerful, while the manipulation of the change-speed is very simple. In all we consider the machine a very handy and serviceable mount, which should still further enhance the high reputation of the makers of Sunbeams."

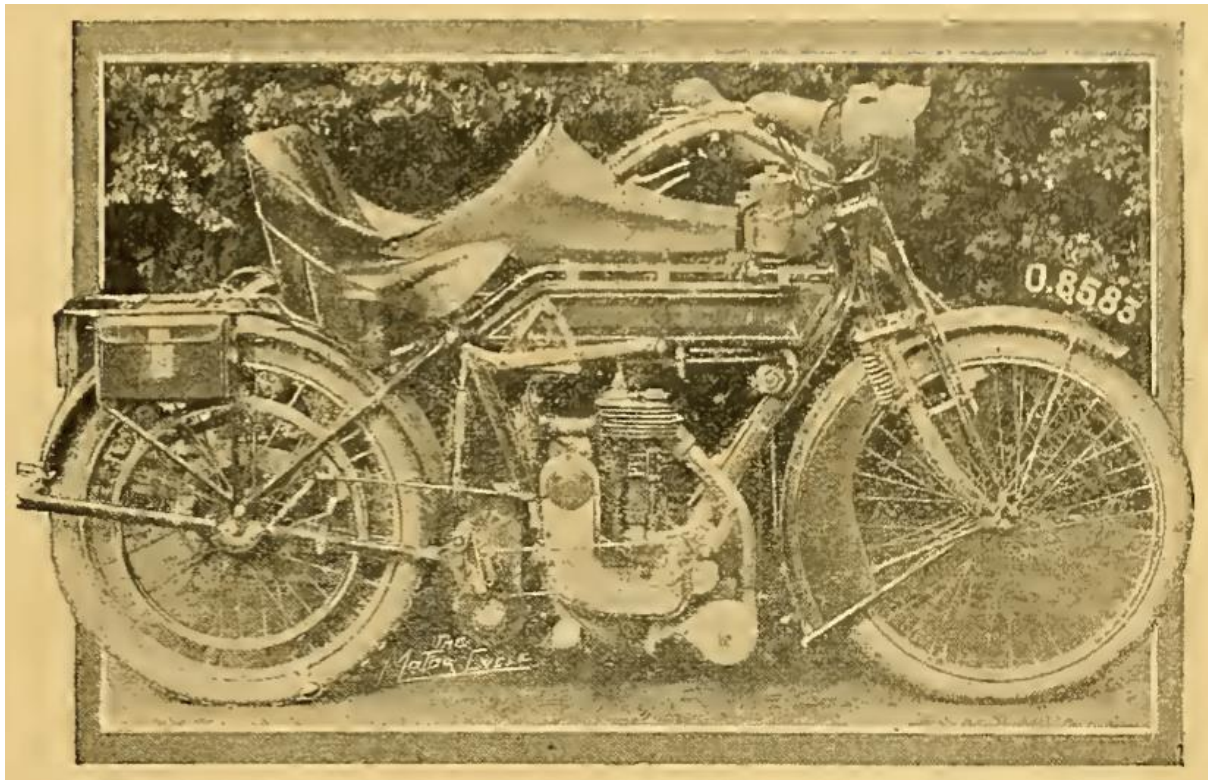


“A four-seated sidecar

is somewhat of a rarity, and its introduction was due to the exigencies of the growing family of its designer, who can now take out his wife and four children. The body has side doors, is coachbuilt, and of not displeasing design, while the upholstery is comfortable. The machine, which, like the sidecar, is built by the Craven Motor Co, 116, Greenwood Road, Dalston, is propelled by a 9hp JAP engine, and has a three-speed Chater-Lea gear box, multiple disc clutch, and 650x65mm Dunlop tyres.”



The Blue ‘Un’s technical correspondent Ubique surveyed exhibits at the Olympia show for weather protection and was generally unimpressed. But by combining the most effective designs from various marques he came up with this concept bike, featuring an easy-clean all-black finish, deeply valenced mudguards, belt guard and belly pan designed to keep the mud where it belonged.



“The 1913 model James with three-speed counter-shaft gear and kick starter, also chain drive with grease bath chain cases.”

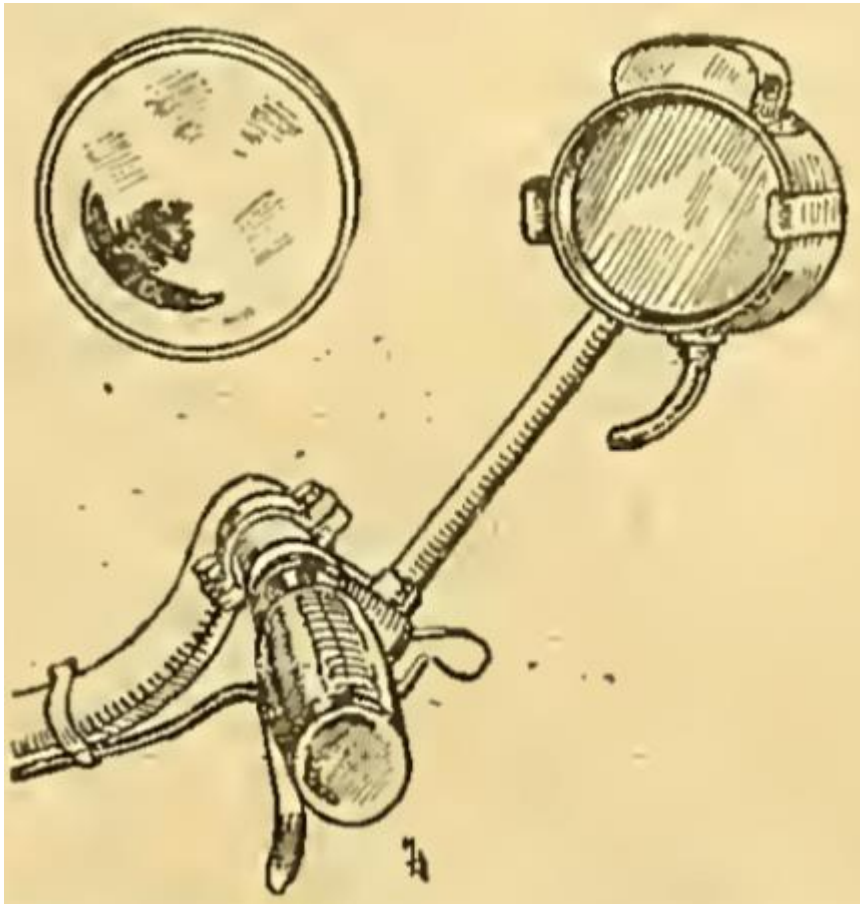


Most

women rode open-framed models but that no longer restricted them to lightweight runabouts. Rex offered an open-frame option on its formidable 770cc V-twin.

DUNHILL WAS A pioneer of the child-adult sidecar: “Many people who have sidecars require to carry a small child as well as the passenger, and this has been overcome in the sidecar body lately introduced by this firm. The seat has been neatly incorporated into the body, so that the child does not encroach upon the room occupied by the adult. The sidecar has received careful study at the hands of this firm.”

“THE MEETING convened by the Royal Automobile Club to enquire into the cause of the unduly high price of petrol, and to discuss the possibilities of permanently reducing this price, showed that there was no real reason why the price should be so high...The great petrol companies seem to think that they are justified in obtaining as large a profit as possible, and as the petrol trade is in the hands of three companies only, it does not seem probable that competition between them will result in any very considerable reduction of price, if any at all. The necessity of a home-made fuel becomes more and more apparent, and it seems evident that the time has arrived for a reconsideration of the heavy tax on alcohol for industrial purposes and the further experimenting with such fuels as benzol.”

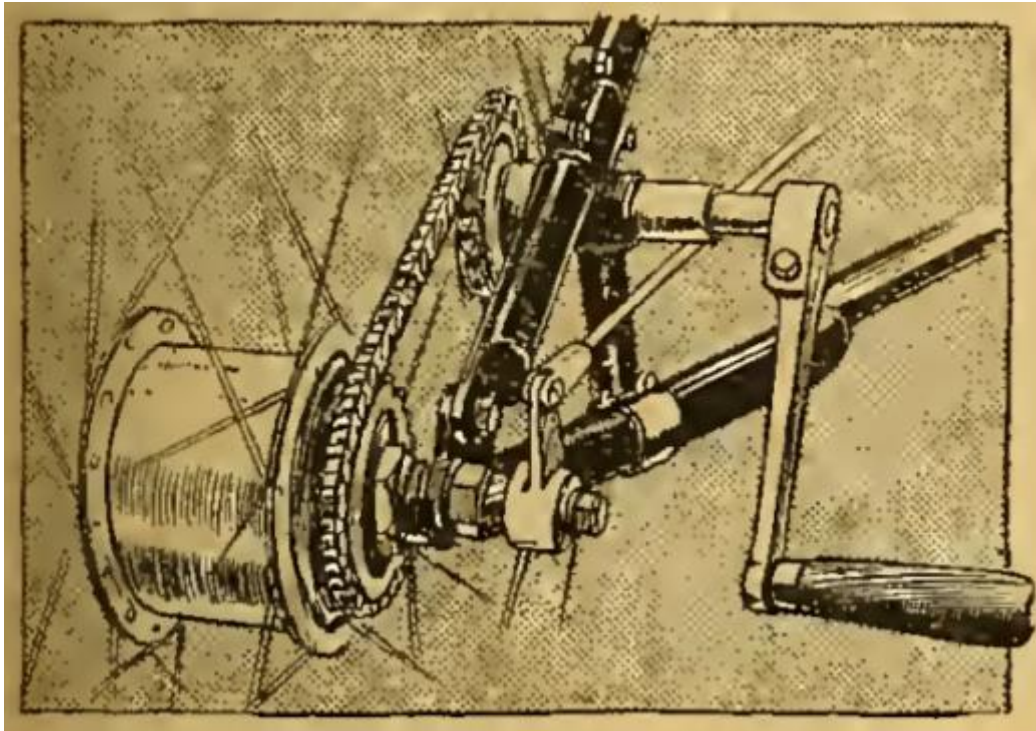


“Miller’s handle-bar red

light. A mirror fits on to the lamp for use in day time.”

“THE CROSS AND City Garages, Southgate Street, Gloucester, have introduced a motor set for attaching to pedal bicycles. The engine is one horse-power, magneto ignited, and has a single lever automatic carburetter. The set comprises engine, magneto, carburetter, petrol and oil tanks, and all pipes required; also the control levers, belt rim with spoke clips, jockey pulley, and twisted hide belt and fastener. The attachment fits midway in the frame, and engine is vertically placed.”

“THE STEWART-Precision Carburetter Co, 199, Piccadilly, W, inform us that they are conducting experiments with a paraffin carburetter for motor cycles. The Stewart-Morris paraffin carburetter is already a success on cars, and has been tested under RAC observation. The company is prepared to guarantee that the use of paraffin will not soot up plugs or cylinders to a greater degree than is associated with a well tuned engine burning petrol.”

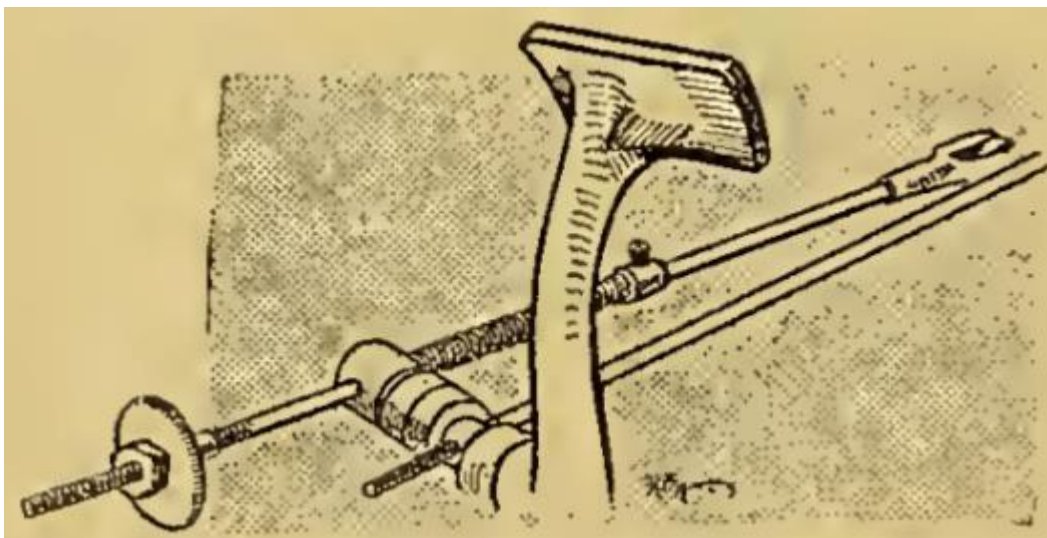


“Alldays

handle-starting mechanism.”

“W NAYLOR Anstey, near Leicester, was summoned for failing to close his shop for the serving of customers one afternoon in the week at one o’clock, except for the sale of motor cycle and aircraft supplies and accessories to travellers. The defendant said that garages did not close, and he was under the impression that if he sold nothing except petrol, oil, and carbide he was complying with the law. He was ordered to pay the costs, in default five days’ imprisonment.”

“AN ELECTRICALLY timed trap is arranged in the Burton-on-Trent neighbourhood. Machines are timed electrically and the operators are carefully disguised. Once caught in this trap, it is quite useless to fight the case.”



“Bat clutch

pedal which when depressed to its fullest extent, operates the band brake.”

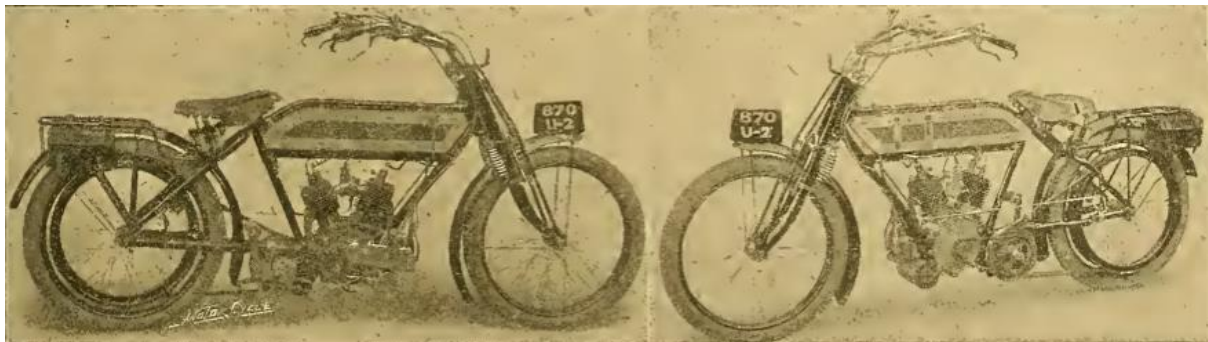
THE AMATEUR MOTOR Cyclists’ Association was established. It’s first action, logically enough, was to define amateur status for motor cycle competition: “A member must not be connected

directly or indirectly with the manufacture or sale of motor vehicles, or accessories, or parts, used in conjunction with them; must not be in the trade employ of anyone in connection with the above, or receive any payment in money, goods, or other assistance for riding, other than prizes; must not receive what is, in the opinion of the committee, advantageous terms in the purchase of motor vehicles, their parts, or accessories.”

“THE FOLLOWING table of motor cycles in use was published recently by our French contemporary, *The Auto*. We do not vouch for the accuracy of the figures, but reproduce them as an item of interest:

	France	Germany	Great Britain
1907	35,111	15,954	34,664
1908	27,474	19,808	35,247
1909	27,215	21,176	35,784
1910	28,840	22,379	36,242
1911	27,061	20,705	48,857
1912	28,641	20,157	71,020"

FOLLOWING A BIT of a brouhaha the major French bike manufacturers boycotted the Paris Salon. “The British made machines are more numerous at this Salon than at any previous Parisian exhibition, which made one feel proud of the position we hold in the industry. The exhibits of Douglas Bros, New Hudson, BSA, Rudge, Triumph, Williamson, etc, were all being examined with the greatest interest by French visitors. These machines make the French motor bicycles look very second-rate, as it is only during the last year that French makers have seriously considered the fitting of change-speed gears, and naturally, while the British product has been gradually, improving, the Gallic one has been practically at a standstill.”



“Two views of the 3½hp Harding-JAP, a twin-cylinder machine built in France with British parts throughout. The gear is a Bowden two-speed, the frame Chater-Lea, and the forks Druid. (Mr Harding, as the name implies, was an ex-pat living in St Cyr.)



The only Dutch bike at the Paris Salon was the Simplex, from Amsterdam. Note the enclosed fork springs, unconventional frame and sprung saddle pillar. It was powered by a 487cc Fafnir with B&B carb.

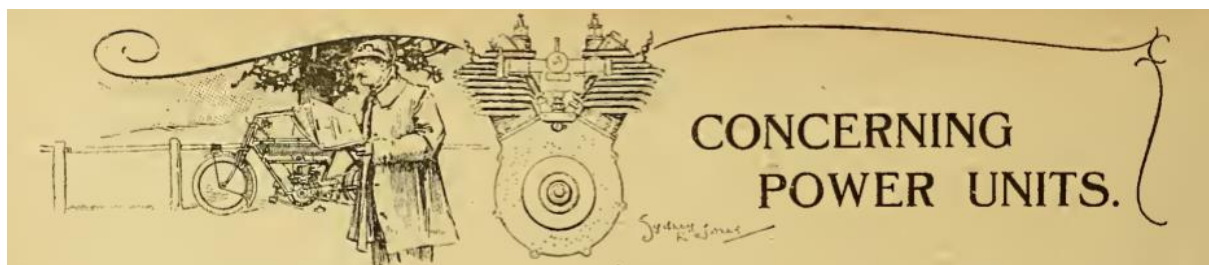
BROOKLANDS IMPRESSIONS by SL Bailey: “It is with something more than regret that I bid farewell to Brooklands, the awakener of idle dreams, the conqueror of engines, the Waterloo of designers, for it is here I, like many others, have fought numerous battles, not always victorious, but nevertheless always interesting. It is here, too, that I have competed with some of the finest sportsmen it has ever been my good fortune to meet. But Brooklands is not always serious. The whole atmosphere is full of humour—jokes cracked by knuts, appreciated by knuts: tales of motoring by motorists with a motoristic spirit, and wheezes of every kind by king fakists. Perhaps the most prominent of these was ‘Sparking Billy’, the magneto expert, whose ability to increase the speed of any good engine by five miles an hour was, according to Billy’s statement, vouched for by Charlie Collier, GE



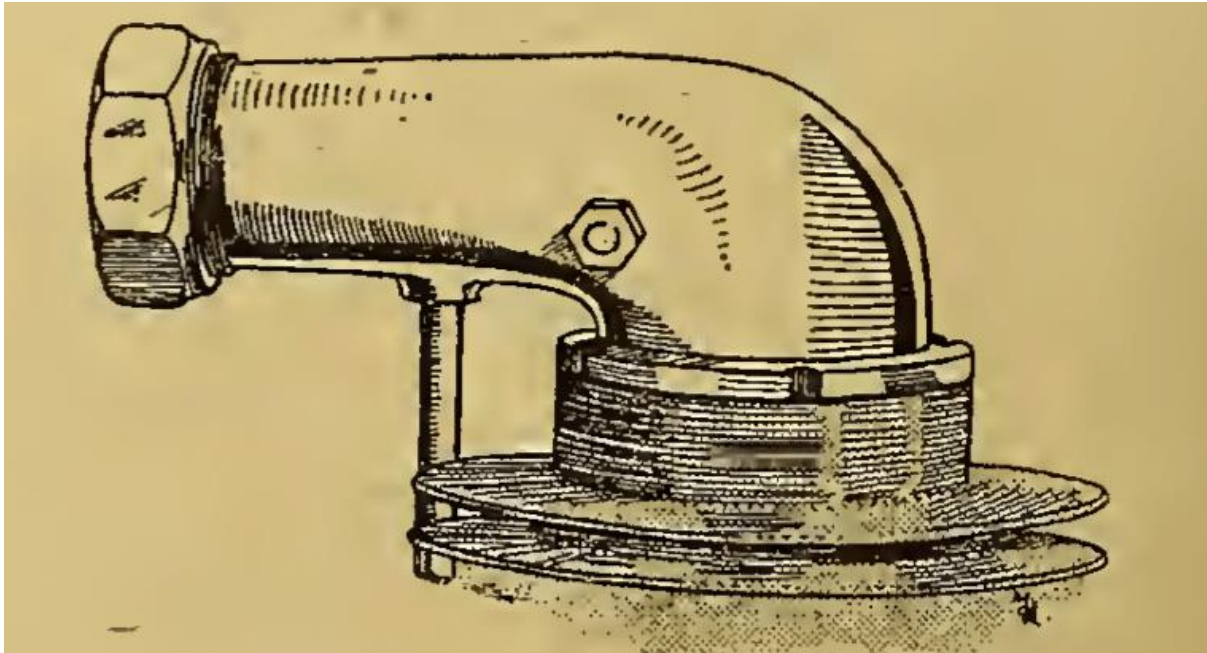
“The writer, who is leaving for Australia today, is seen shaking hands with WW Douglas. On the right will be recognised WH Bashall, the Junior TT winner.”

Stanley, and the drivers of the Grand Prix Sunbeams. ‘Sparking Billy’ was in much demand; his success was reported as phenomenal; his fee was the inconsiderate sum of five guineas, but one, evidently of Hebrew origin, gifted with persuasive powers, obtained reduction to the nominal sum of five shillings. But, alas! there came a change. A certain owner-driver, who had obtained a very satisfactory second place at the BARC Meeting, and had heard of ‘Billy’s’ marvellous deeds, sought his services. On being approached ‘Billy’ was quite prepared to give the necessary extra speed required to win the next event, for a matter of ten guineas. ‘Billy’ always spoke of guineas—it was more professional. The owner was quite satisfied, so ‘Billy’ set to work. Those in the know anxiously watched the finish, with an expression of expectation that surpassed the Fry’s chocolate boy. Expectation suddenly changed to disappointment, for the car on which ‘Billy’ had operated was amongst the ‘also ran’. Evidently ‘Billy’ also ran, for he has never put in an appearance from that day to this. I wonder just how long it would take to conquer

Brooklands, to realise one's most idle dream of speed? I should like to spend next season on this famous track, for, like everything else worth experimenting with, it takes time, though doubtless it will come as a surprise to some readers to learn that Stanley, the most successful rider this season at Brooklands, frequents the track less than any other rider I know. Speaking of riders brings home to me, after an intimate acquaintance, just how little the majority of Brooklanders know of petrol engines. Perhaps I might mention Brewster and Stanley as two of the cleverest; the others are much in the same class, and merely play with carburettors, timing, and compression ratio, or think of some absurd 'wheeze' or fake without the least technical knowledge. Probably they obtain speed by the merest accident, do something sensational, and for a time are in the lime-light. But let them have the misfortune to break up that particular engine, and what do we find? They practically disappear from the successful list. My contention is that a good rider understands what he is doing, and why he gets speed, so is always in a position to equal his past performances. For proof, where are the riders so much in evidence last season? I do not wish here to touch upon such subjects as 'How to Time' or 'How to Get Speed', but hope to do so in a later issue, when I shall deal with points probably unthought of by the majority of riders. I predict that the 1913 season at Brooklands will show the distinct merits of the twin engine, with a speed of not less than 80mph in the 500cc class, while much better advancement will be shown in Class B with twin engines of 350cc, for 70mph will not seem fast for the little lightweights. For engines of 1,000cc, I doubt very much if Charlie Collier's record of 92mph will be equalled, and I expect very little improvement in the single-cylinders. I fancy I can see smiles at this prediction, but I know at present of one 350cc twin which develops 12hp, and whose speed is already known to a select few. This little twin engine will, I think, soon surprise many. I regret that business compels me to leave Brooklands, the ideal testing ground, the finest track in the world (though admittedly not the fastest)—indeed, the School of Motoring, where none are too learned to be taught."

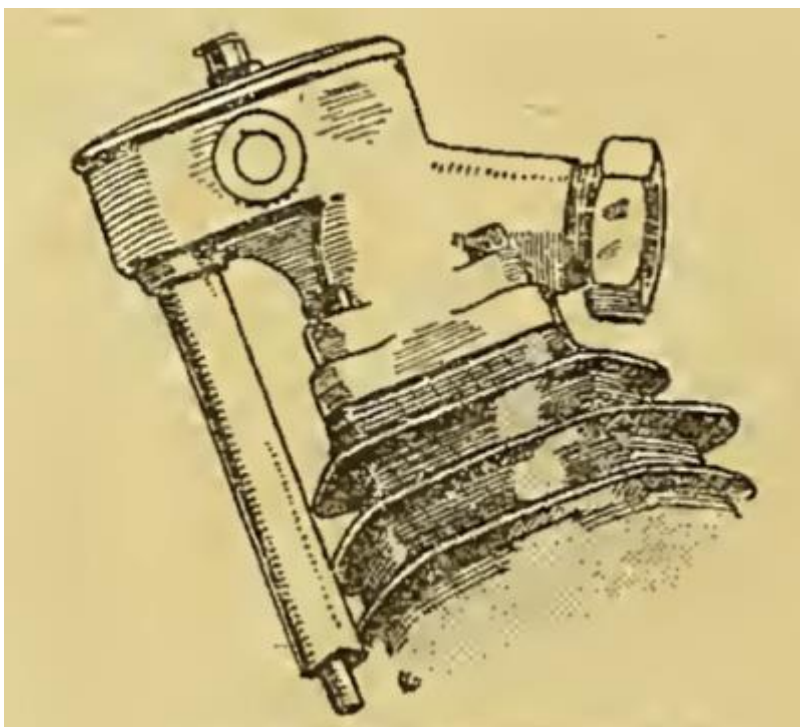


NOW THEN CHAPS, bend an ear; Ubique, who spoke for *The Motor Cycle* on things technical before they invented Technical Editors, took note of some novelties at Olympia: "Out of a blurred background of dull sameness a few points stand out vividly, and it will be my endeavour to group these points, and where possible to explain the why and wherefore of their existence...On the whole there is disappointingly little alteration in 1913 engines, and the reason of this is only too obvious. There is such a large demand for motor cycles at the present time that the manufacturers can sell all they can produce of their standard models without going to the expense of experimenting with new patterns. Who can blame them? For is not the present-day motor cycle a wonderfully reliable and satisfactory machine? When



Enclosed rocker gear on the JAP overhead inlet valve (IOE) engine.

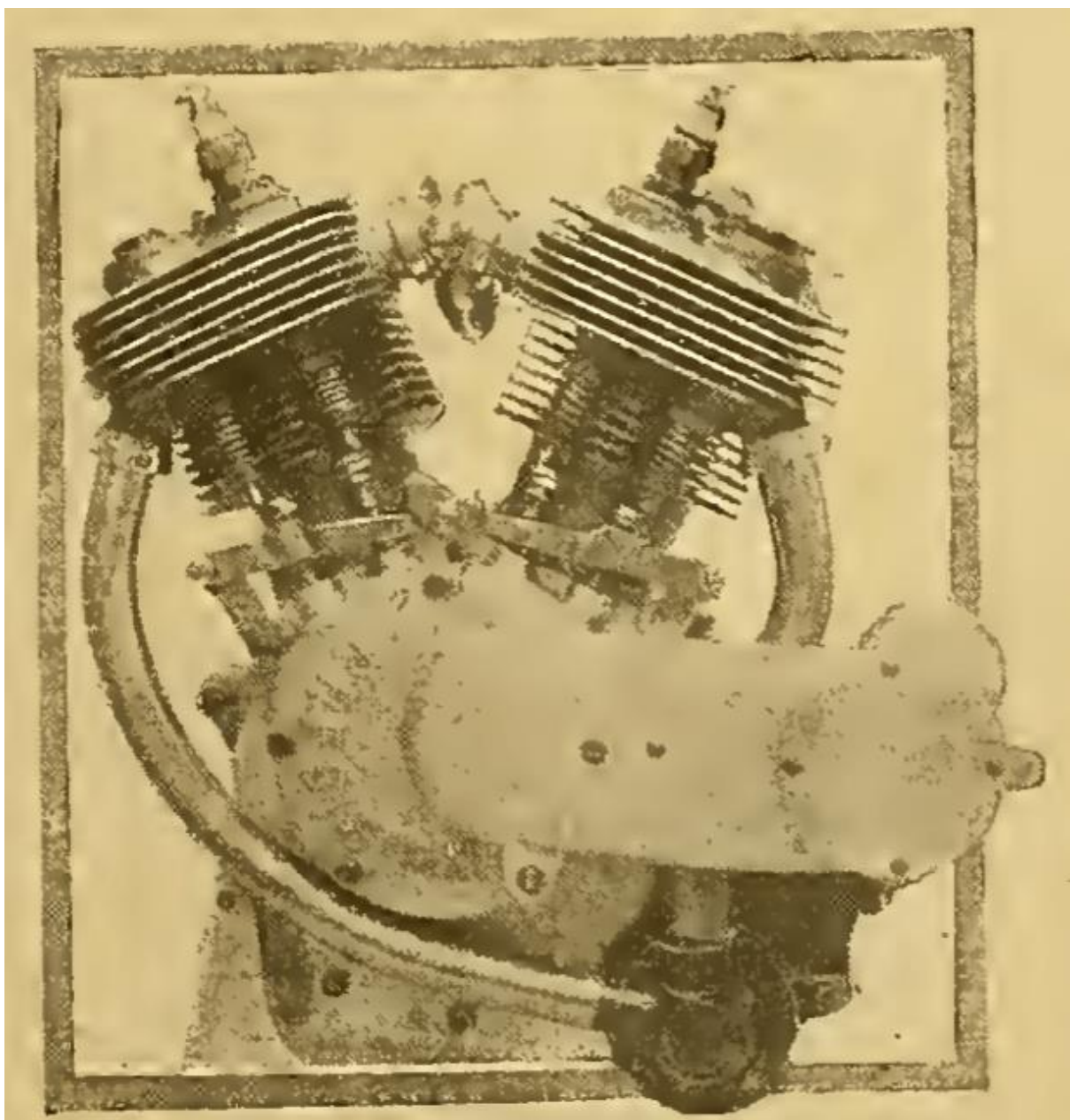
the demand has been supplied and the slack time comes, we may expect some radical improvements, many of which are now being tried by small firms...There is a slightly increasing tendency to place the inlet valve over the exhaust, there being quite a dozen different engines so fitted...Designs which embody both valves in the head do not appear to be gaining much ground, though the Pope and the new Moto-Reve are newcomers in this class: the public seems to be afraid of the valves breaking and causing serious damage to the engines...An air-cooled Precision model and the water-cooled Green-Precision are constructed with both valves overhead, and they will be watched with interest...The design lends itself to the construction of the best possible form of cylinder head, ie, spherical, or failing this spheroidal,



gear on the 7hp Motosacoche.

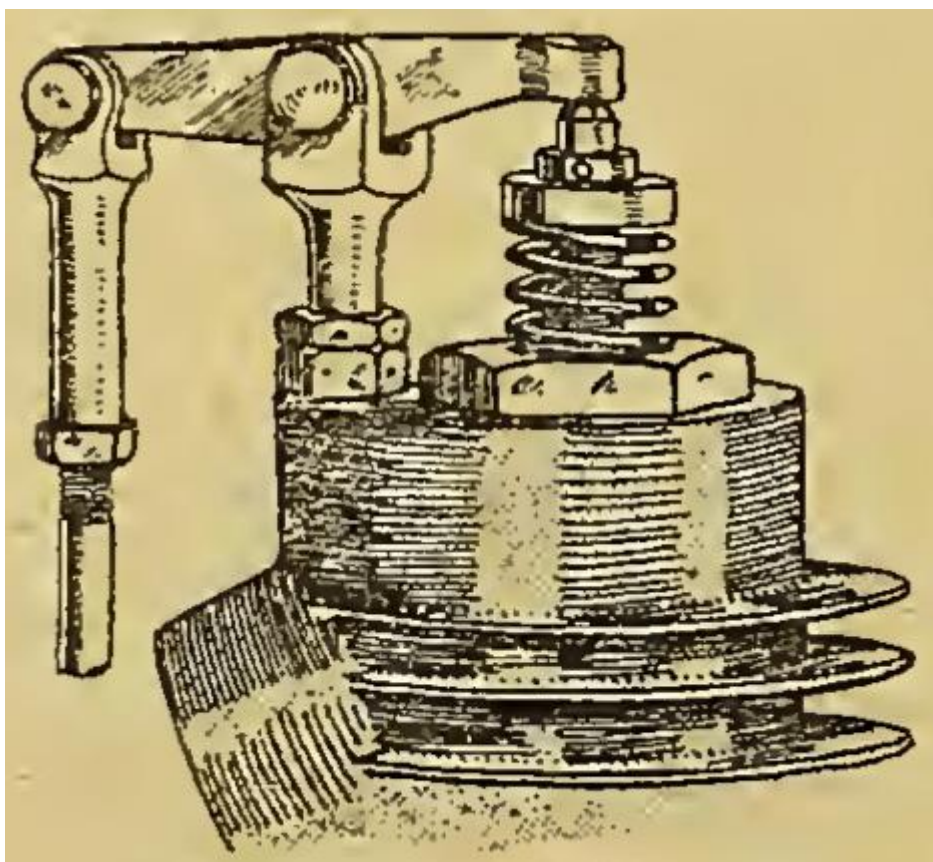
Enclosed overhead inlet valve

though as yet there have been but few attempts to secure this end. Side by side valves still outnumber by far any other form, probably because they are easily made interchangeable and may be operated by simple mechanism, thus saving some moving parts which usually become noisy after a time...The next type of engine which comes under notice is the two-stroke, in which valves are generally replaced by ports in the cylinder walls which are covered and uncovered at certain times by the action of the piston. The two-stroke movement is gradually growing stronger, and the writer has a firm belief in its future in one form or another...The Connaught is a newcomer and looks a very nice piece of work, while the water-cooled Stellar is interesting in many ways, being, as it is to all intents and purposes, a two-wheeled car. The Wooler was to be seen last year, but has been somewhat improved, and is very interesting on account of its decidedly unconventional design...Detachable heads are to be found on a few machines and have the advantages of greatly facilitating the removal of carbon deposit and simplifying valve grinding. These features can also be claimed by certain



The 8hp Precision V-twin, showing its adjustable tappets and external valve lifters.

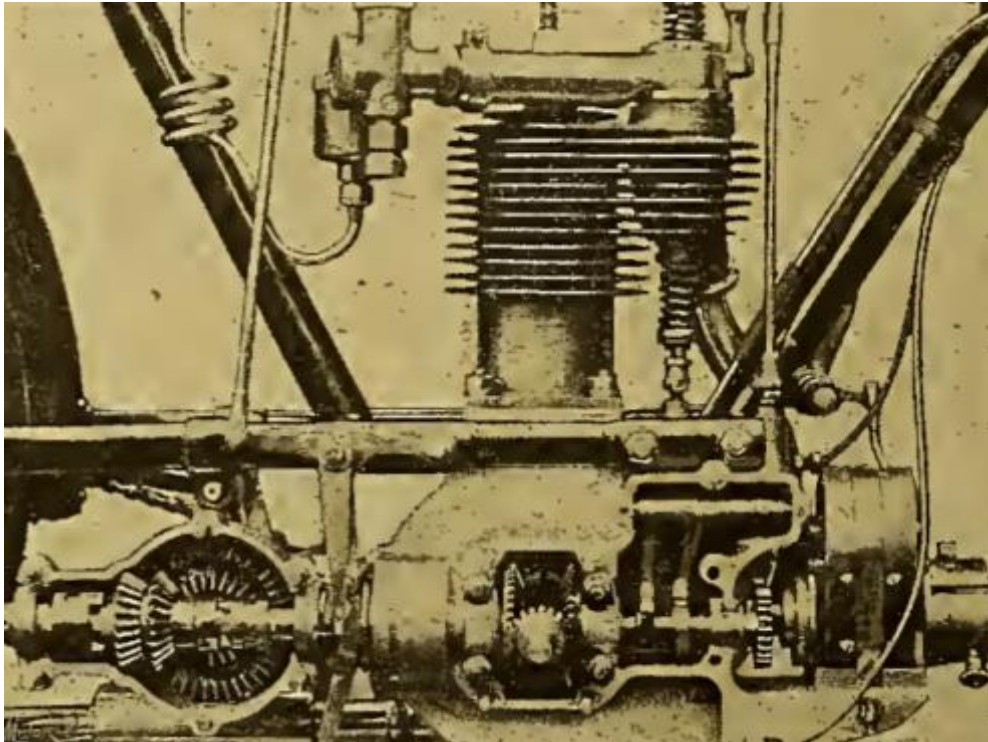
engines which have detachable valve seatings. Other advantages are also claimed which are too deep to discuss in an article on general design. The Star and Pope are two new machines at Olympia, both fitted with detachable heads. Against the design may be mentioned the difficulty of making the joint compression tight, but this should not prove serious to any firm capable of building a sound motor cycle engine...Lubrication is possibly the point which is in most pressing need of attention. The present form of splash lubrication works, and that is all that can be said for it. In the hands of an expert, splash with hand pump or drip feed is tolerable, but used as it is by thousands of motor cyclists who give a pumpful every so many miles, or set their drip feeds and leave them, regardless of pace and roads, it is bad and unmechanical...There are a few praiseworthy efforts to use the centrifugal action of the revolving parts, and a few more which use a mechanical oil pump to feed some parts of the engine, but they do not go far enough by a very long way. Shame to relate, firms who force oil under mechanical pressure to all their engine bearings can be easily counted on the



Overhead inlet valve

mechanism on the Quadrant.

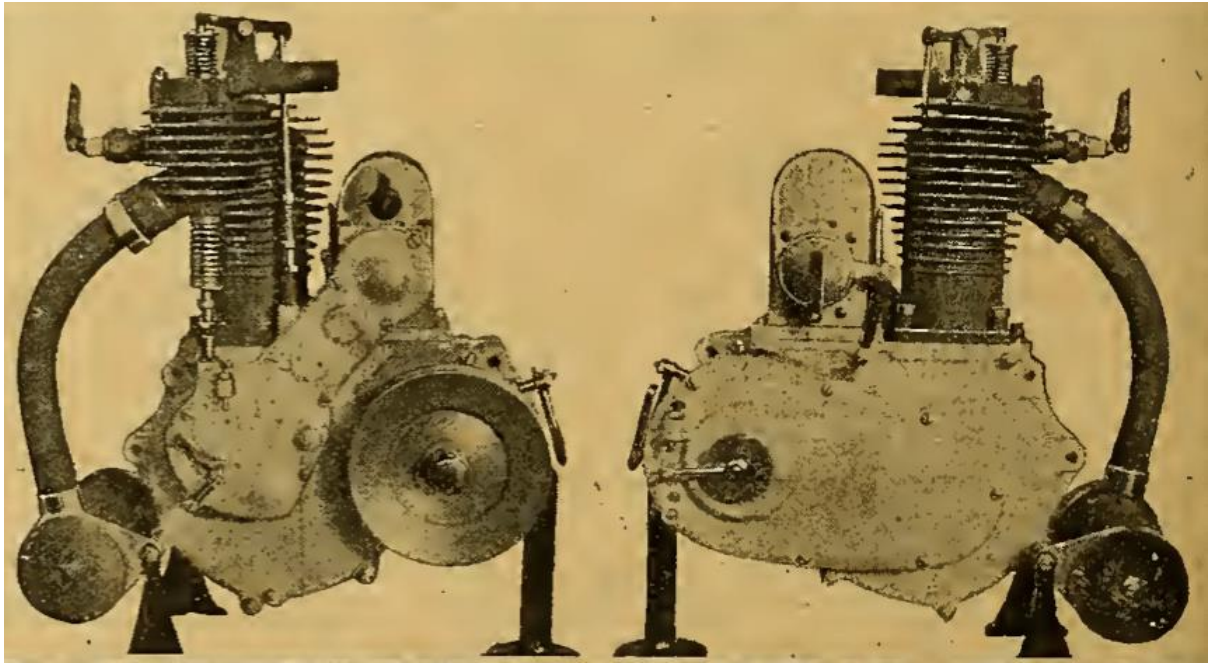
fingers of one hand...One hears people grumble about the extra complication caused by an oil pump, but this objection is futile, for an oil pump is a simple piece of mechanism and runs under ideal conditions...Roller bearings are being fitted to many machines this year; especially are they noticeable in big ends. They score over ball bearings because they give line instead of point contact, and over plain bearings in that they are not liable to seize from under lubrication, and also produce rather less friction. The Pope engine is interesting in that the [roller bearing] gudgeon pin is fixed in the connecting rod and oscillates in the piston, a design which has some distinct advantages...The timing gear on the Diamond is unusual, being driven by bevels. The whole of this machine is most interesting, and it had the distinction of



Diamond engine

stripped to show bevel gear drive.

being fitted with the largest valves for its size in the show, the port measurement being $1\frac{3}{4}$ in ($44\frac{1}{2}$ mm), though the bore of the cylinder is only 75mm. The timing gear on the twin Brough is also unusual, as instead of one cam being fitted for both inlet and exhaust valve on each cylinder, one cam actuates the inlet valves on both cylinders and one the exhaust this ensures synchronised valve timing and enables the timing of the inlets to be varied with respect to that of the exhaust...Except in a few instances cooling has received but little attention. Water-cooling does not seem to catch on, and curiously enough most twins still have their ribs set at right angles to the cylinder, whatever may be the angle of the cylinder to the vertical. The unit system: there are a few 1913 machines which have the gears built in the crank case or an extension thereof. This is a practice which the writer particularly admires, as it makes a very neat and compact unit with fewer crevices to catch mud and also saves a certain amount of machining. The Villiers is a new example of this type, and is very neatly designed. It has a silent chain drive from engine to gears which is a point well worth the attention of manufacturers in general, as the silent chain is somewhat more suitable for running at high speed."

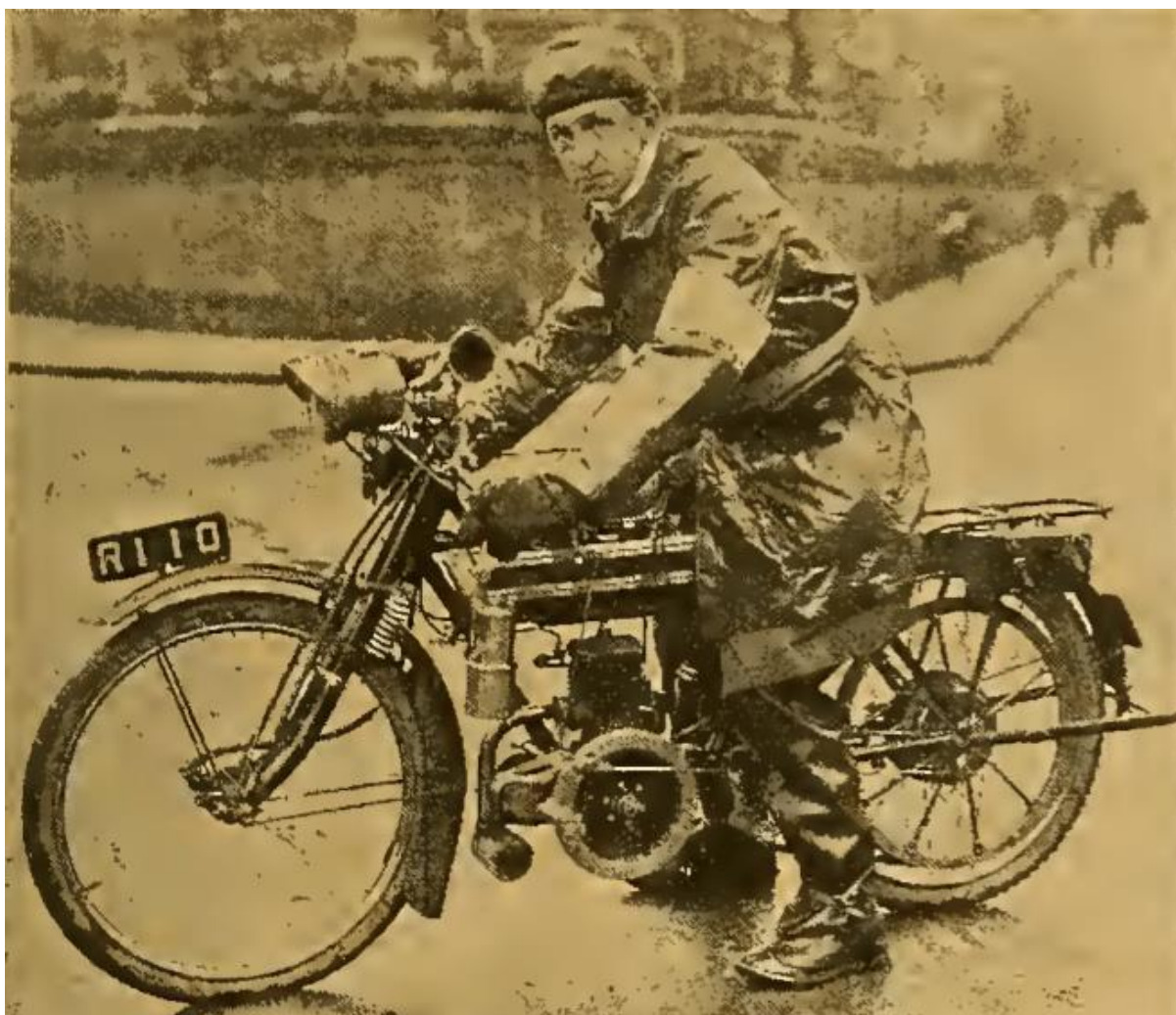


Left: Valve side of the 1913 2 $\frac{3}{4}$ hp Villiers engine and “change-speed gear” showing timing gear.
Right: The two-speed gear is driven by an enclosed chain.

“ON SEPTEMBER 1st last, there were registered in Denmark 4,507 motor cycles and 1,587 cars.”

“THE ATTENTION OF the ACU has been called to misleading advertisements published in the motor cycle papers, and steps are being taken to remedy the matter.”

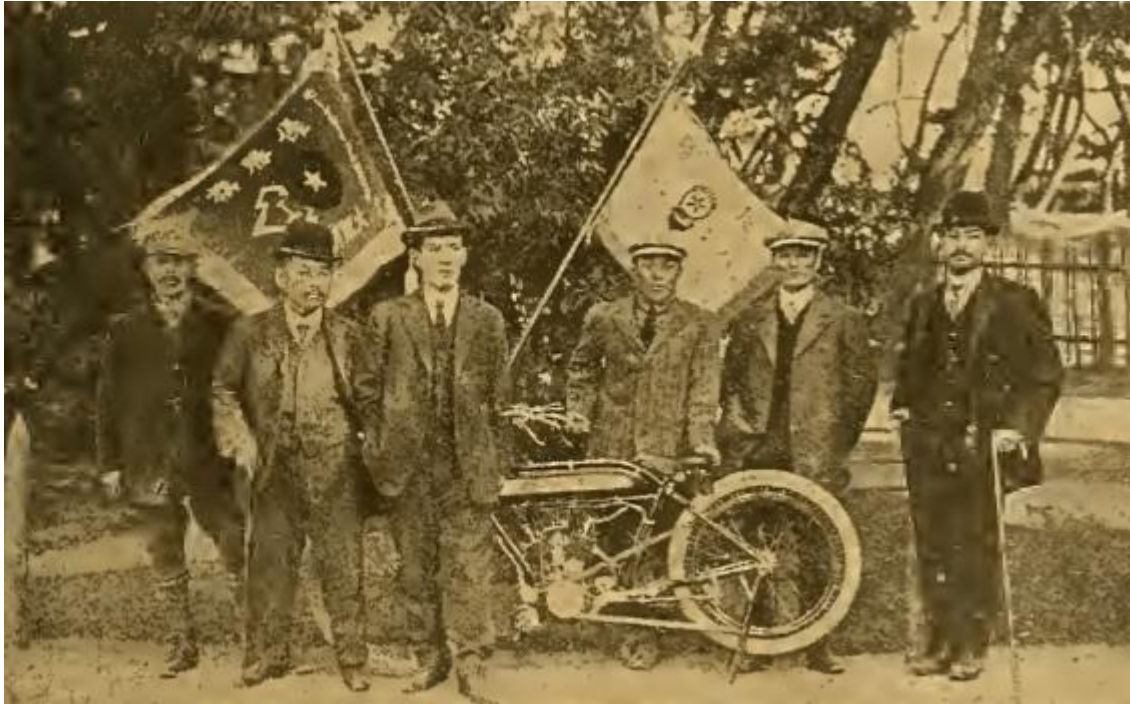
“THREE ENGLISHMEN, on motor cycles, recently rode from Cairo to Alexandria and back, a distance of over 337 miles. The roads are said to be the worst in Egypt. The ride was held under the auspices of the Cairo Sports Club.”



The two-stroke Connaught made its competition debut at the Herts County MCC trial, ridden by AG Cocks. It failed to climb Sundon Hill but came third in its class.

THE JOHANNESBURG-based *Sporting Star* reported on “a new motor fuel, known as Parol” which was tested in a 3½hp Rudge outfit. Parol, it was said, was 50% more efficient and could replace petrol with no need for any modifications to the carburetter or engine. In the UK the Society of Motor Manufacturers and Traders offered a 2,000 guinea prize for “a home produced fuel which is capable of being put on the market at a commercial price and in sufficient quantities”. Some collieries in South Wales were setting up equipment to extract benzole from coal; it was said that coal could produce up to 35% of its weight in “valuable oils similar in quality to petroleum” but it was not known how the cost would compare with petrol imports. Germany had been producing fuel from coal for some years. *The Motor Cycle* reported: commented: “We have received some interesting reports lately on the use of benzole for motor cycle engines. Nearly all the users state that benzole gave more power, a greater mileage to the gallon, and less carbon deposit than petrol, provided precautions were taken to provide sufficient air and so ensure complete combustion...90% benzole is said to give better results than the pure spirit, while it is not generally known that unless it be mixed with a small percentage of another substance it freezes readily at 0° Centigrade. While the annual consumption of petrol is about sixty-two million gallons, the greatest possible output of benzole per annum in England would not probably amount to over twenty-three millions of gallons... Surely the time is now far enough advanced when an effective petrol substitute should be

brought into use, for with petrol controlled by a trust, which is credited with pressing the prices to an extravagant height, there has been a continuous enquiry for a suitable spirit which would serve consumers equally as well as petrol. It is really interesting to notice the shameful manner in which petrol has advanced in price since the end of last year, when it is generally supposed an arrangement took place between those who control our only constant supply. This action placed both dealers and the motoring public completely at the mercy of monopolists.”



“Motor cycle racing is being taken up with enthusiasm in Japan. A meeting was held at the Naruo Race Course. A 2¾hp twin Humber, ridden by Shigesaburo Emi, took part in eight races, winning seven and obtaining second place in the eighth. In addition, the rider secured the Championship of Japan; top speed in this contest was approximately 56mph.”

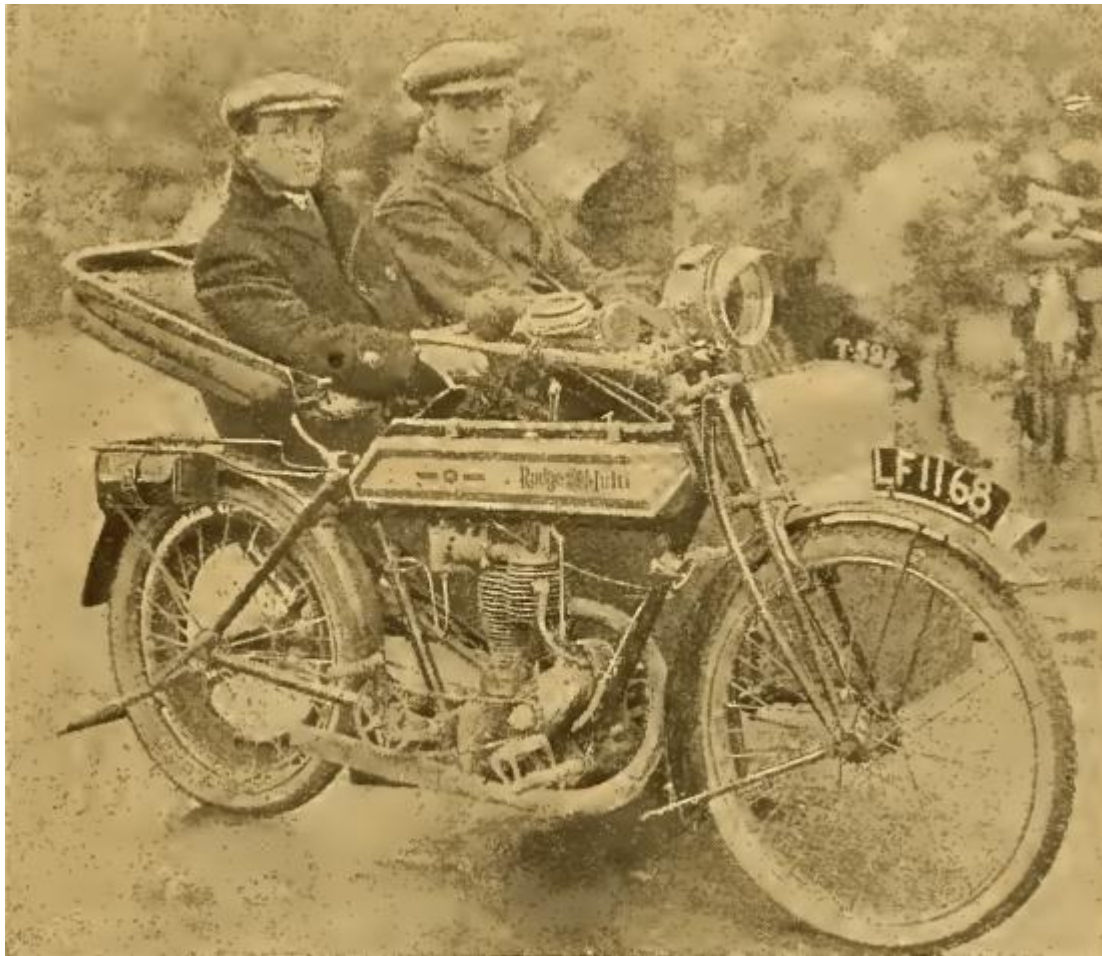
“IN HEAVY RAIN, ELEVEN members of the Streatham & DMC started in the trial for the Julian Orde Cup last Saturday, the route being through Riverhead, Maidstone, Canterbury, Sarre, Canterbury, Charing (lunch), Maidstone, Riverhead, Crystal Palace, and thence down to the Crown and Sceptre Hotel, Streatham Hill, the starting and finishing point. **Results:** Orde Cup W Pratt (3½hp P&M.), non-stop. Gold medal: Rex G Mundy (3½hp TT Singer), one stop (sooted plug). Silver medal: HB Willoughby (3½hp Rudge), one stop (sooted plug). Bronze medals: ST Tessier (8hp Bat and sc), one stop; WL Barrett (8hp Bat and sc), non-stop; OJ Feeny (3½hp Triumph), one stop (belt fastener); J Bateson (3½hp LMC), one stop (puncture); WR Sweeting (6hp Bat and sc), non-stop; AG Daw (3½hp TT Triumph), one stop (sooted plug); and WO Goldman (8hp Bat and sc), one stop (puncture).”



Competitors in the Streatham & DMC competition for the Julian Orde Cup to Canterbury and back on Saturday last. In the foreground may be seen WO Oldman (Bat-JAP-Canoet), who was the holder of the cup.

“MOTOR CYCLISTS are warned of the vital necessity for the most considerate driving in and around Sevenoaks. There is considerable agitation in favour of a 10mph limit being imposed in the district, and only by a display of the utmost, consideration for other road users can motor cyclists prevent application being made for the scheduling of a considerable area...The Wolverhampton magistrates have intimated their intention to deal seriously with cases of dangerous driving in the town. ”

“A SIDECAR ATTACHMENT possessing the advantages that both driver and passenger sit side by side, and may also be protected from the elements by a hood and screen, is about to be placed on the market by Messrs. Lloyd, Dunn, and Co., of Redbourn, Herts. It is on the lines of the Davis-Double which was introduced a couple of years ago. The clutch and brake pedals are arranged inside the sidecar body, the carburetter control levers are mounted on the special handle-bar, and the valve lifter is attached to the seat-pillar for cooling the engine downhill. We have heard good accounts of the comfort and cleanliness of the machine, which will be adaptable to most makes of motor cycles.



With

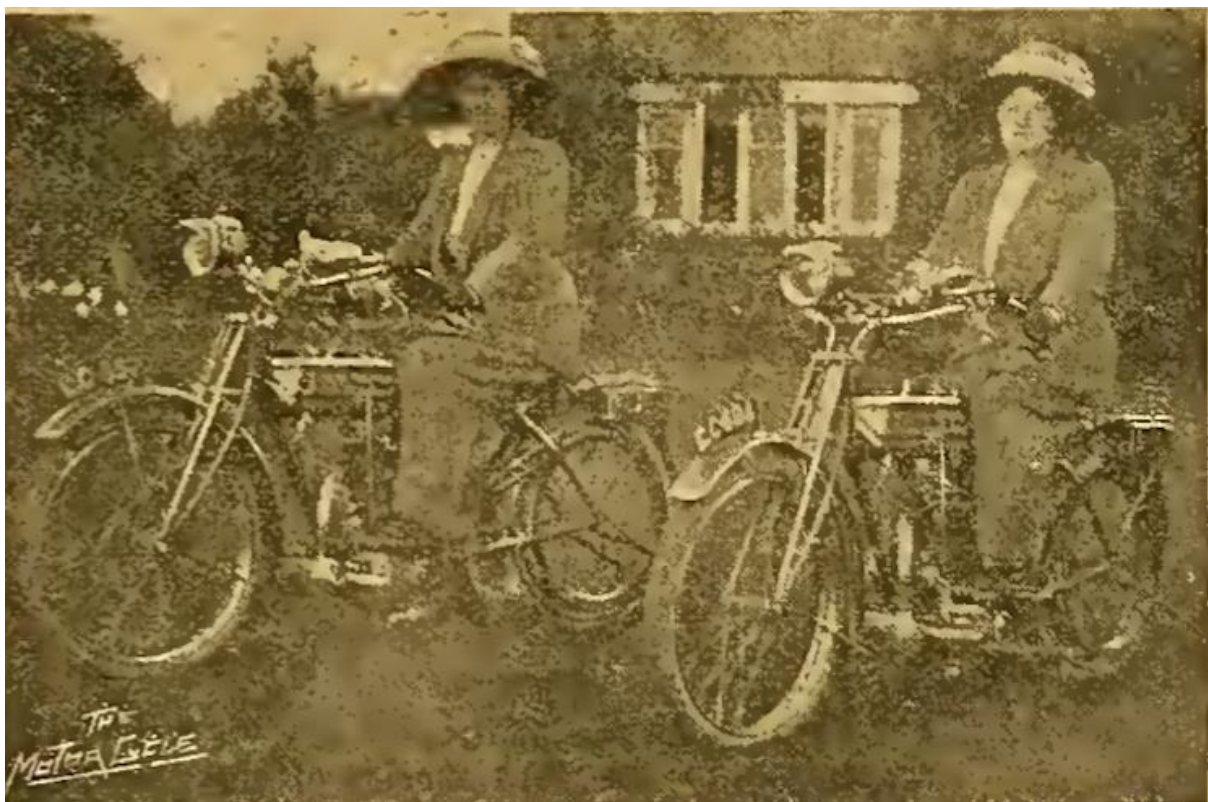
the U&I conversion kit the rider could join his passenger in the sidecar.

A ROAD RACE recently held in Spain over a course of 38½ miles in length, starting at Bilbao and finishing at the same place, resulted in a win for Don Gregorio Pradere, who rode a Rudge-Multi. The winner's time was 1hr 2min 7sec. Other machines ridden in the race were FE and TT Triumphs, TT Rudge-Multi, and Peugeot.

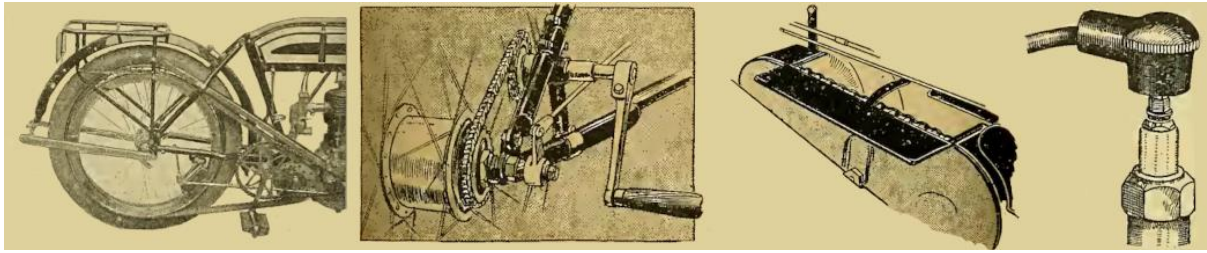
“OUR CONTEMPORARY *The Car* repeats in the current issue the figures given in the books of the Registration Authorities throughout the Kingdom. The total number of motor cycles registered is 132,245, pleasure cars 175,247, commercial vehicles 12,627. When the above figures are compared with the returns made by the Local Taxation Authorities of machines on which taxes are paid, it will be seen that there is considerable divergence.”



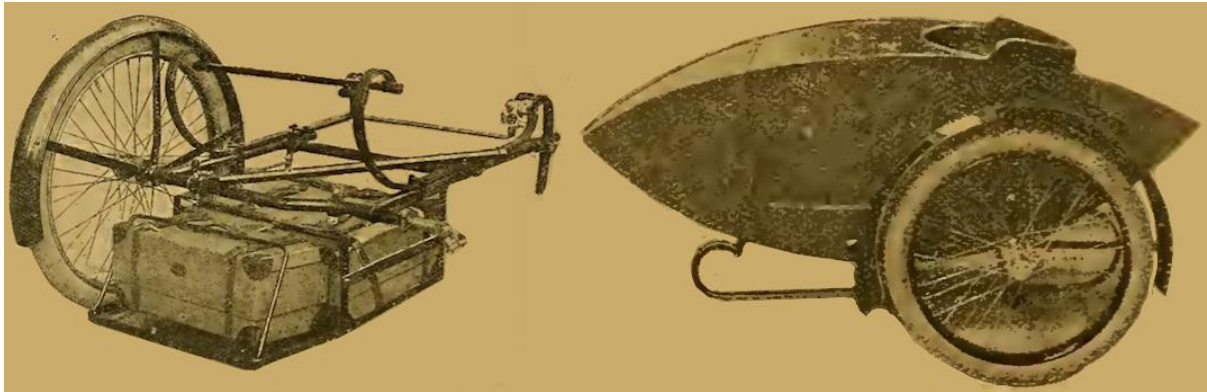
Percy Platt ran a bike shop in Oldham, Lancs and held the local agency for Bradbury. The bike is a 1912 Bradbury De Luxe; the fair sex were no longer restricted to 'Ladies' Models'.



"Two Westmorland lady motor cyclists, the Misses M&AH Beck, with their 3½hp Rudge machines. The above photograph was taken as they were leaving St Albans for North Westmorland—a distance of 270 miles. After reaching Grantham rain fell all the time till they reached their destination."



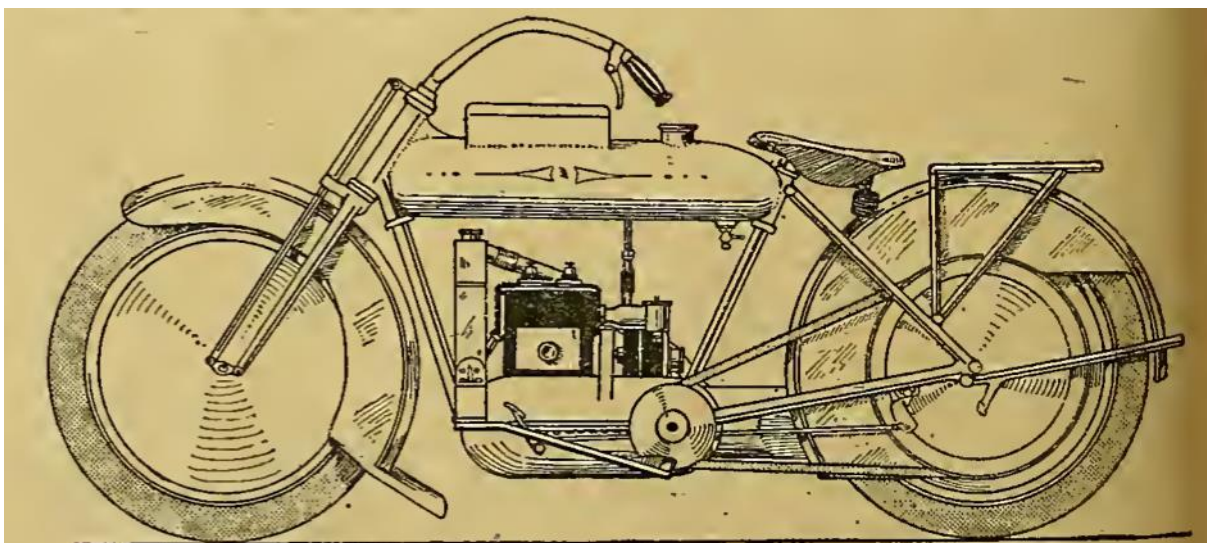
L-R: "Belt guard and supporting plate for pannier bags on the 4½hp Singer; Alldays handle-starting mechanism; Bat front chainguard showing lid, which allows access to chain, a spring holding the lid in position; waterproof plug terminal adopted on all Hobart machines."



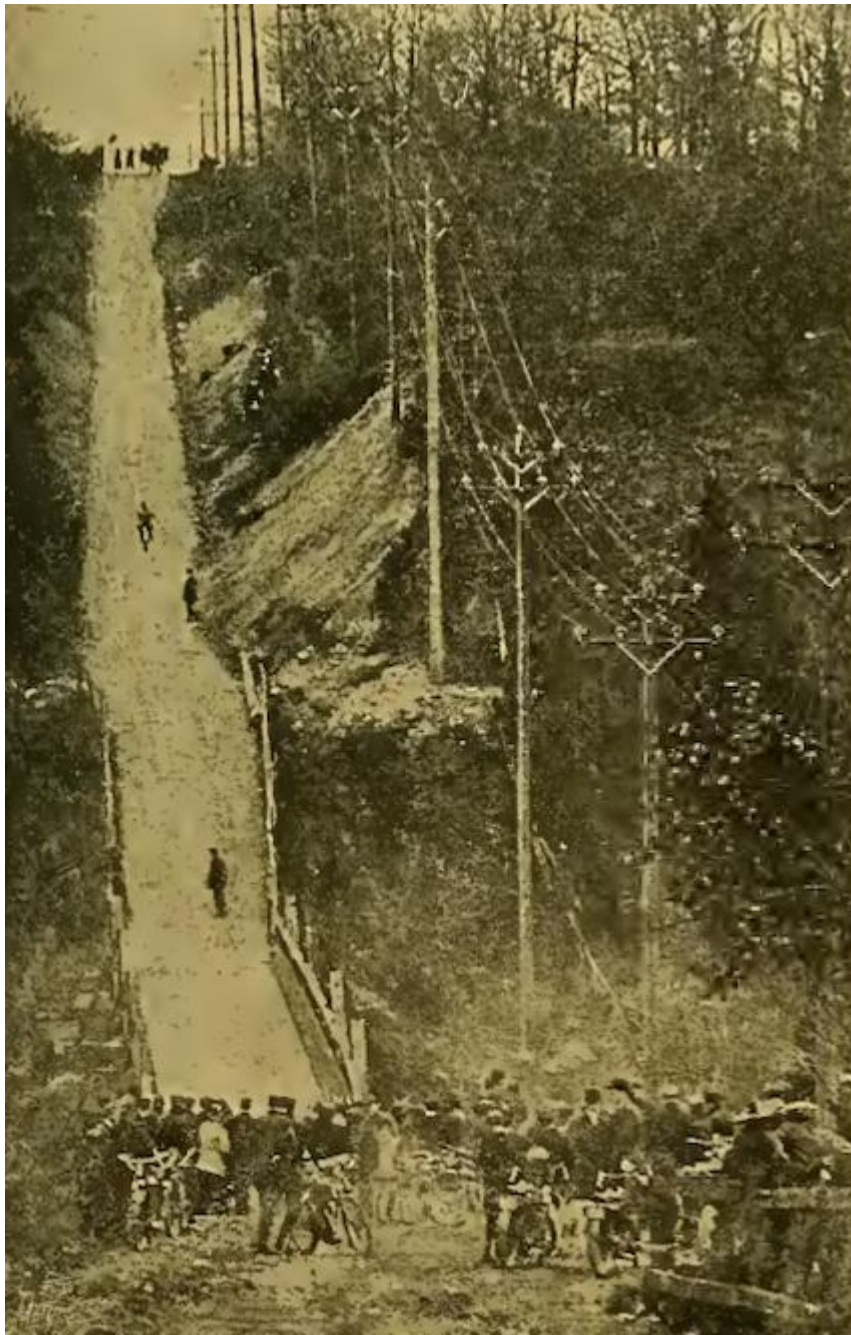
A special sidecar attachment, by Alfred Dunhill Ltd, showing luggage-carrying capacity. (Right) A Millford sidecar known as the 'Streamline'. A sidecar on the true streamline principle was suggested in *The Motor Cycle* several months ago."



“A full blooded Chippewa Indian who has deserted his horse for the motor cycle. The machine belongs to an agent and the Indian uses it at every opportunity in preference to his old cayuse.”



“A clean design, prompted by a suggestion in these columns.”



“Not Brooklands!—The Toronto MCC’s hill climbing contest. This hill—said to be the steepest in Toronto—is located on Bathurst Street, about half-mile north of St Clair Avenue. The gradient is 1 in 6¼. The numerous bumps and ruts on the hill caused a great many spills and several of the machines were unable to make the ascent.”

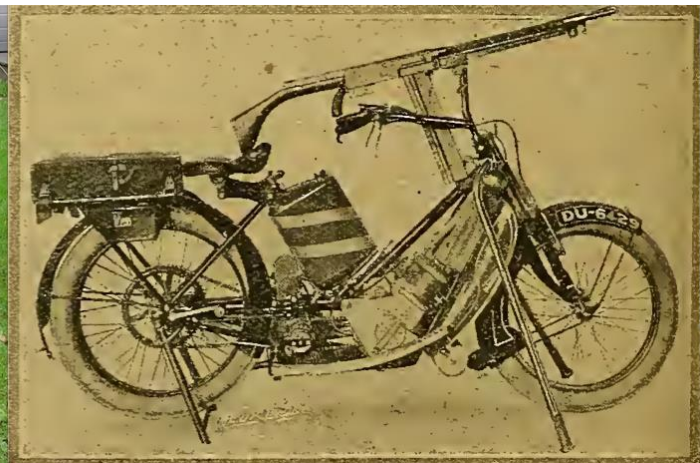


“F

Jones of Liverpool with his 3½hp Bradbury. The dog jumps on the back of the carrier every morning and goes to business with his master. At night he returns in the same manner and always looks for the chance of a ride during the day. The dog is not in any way enticed on to his insecure seat.”



“On Friday an aeroplane came down on to the roof of a house in Derwent Road, Palmers Green, North London. A large hole was made in the roof, but the pilot, M Marlo, who was flying from France to London, and at the time of the accident was making his way to Hendon, escaped injury. He was eventually rescued by means of a ladder.” (I’ve an idea the combo was planted in front of the house as an excuse to use a great *Flight* pic in *The Motor Cycle*.)

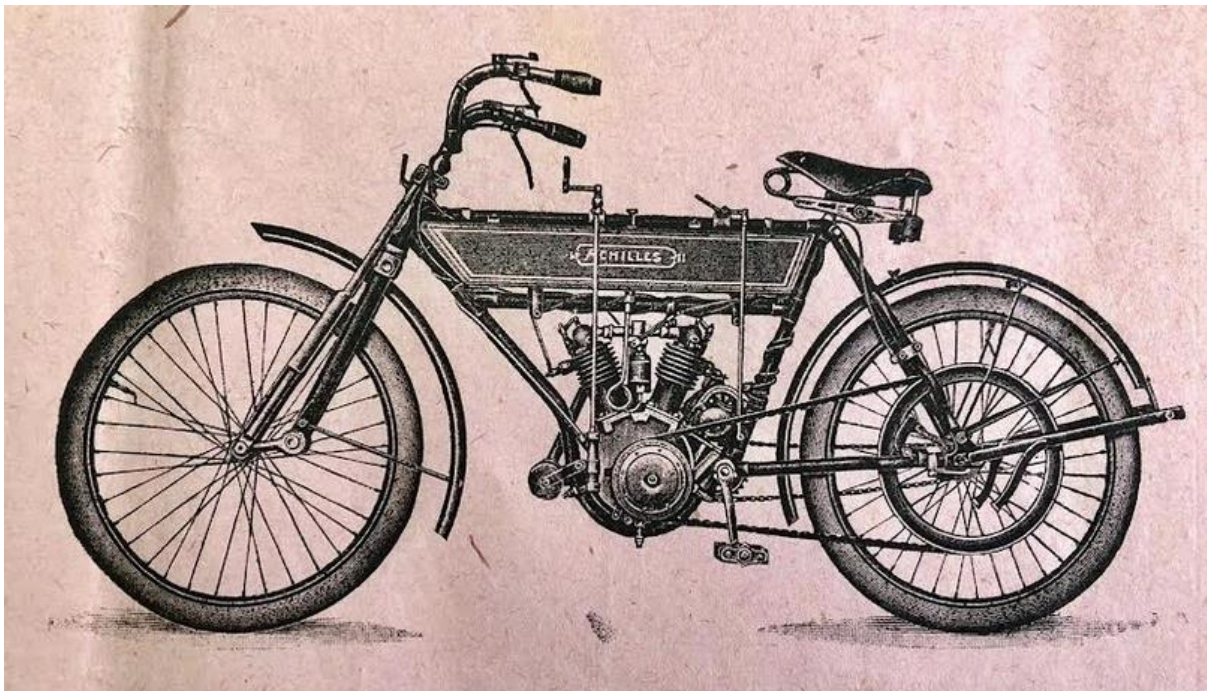


This fine restoration gives a good idea of how a sporty Scott combo looked in its prime. (Right) “A

Scott with a quick firing gun of a new type, made by the Coventry Ordnance Works. The gun weighs 16lb, as against 48lb of the ordinary type.”



“Two successful machines of a new make, built by J Woodrow of Stockport. J Woodrow (5hp Woodrow-JAP), the rider on the left, made fastest time of the day, while J Emerson (8hp Woodrow sidecar) was winner of the passenger class.”



This 5hp Achilles hailed from the Austro-Hungarian empire. The marque was launched in 1906

but was now in its final year as an independent; within a year it would be taken over by Laurin & Klement.

“BY THE COURTESY of Mr Granville E Bradshaw, of the All British (Engine) Co., Weybridge, Surrey, we examined the Douglas motor bicycle with ABC steel cylinders with which SL Bailey afterwards broke the kilometre and mile Class B records (350cc)...The All British (Engine) Co are very well known for their aeroplane engines, which are remarkable for their exceptionally clever design...The success of this engine may be gathered from the fact that it is the present holder of the duration flying record, having remained in the air for 8½ hours...At Bailey’s request, Mr Bradshaw designed and made the cylinders, valves, pistons, and connecting rods of an exactly similar type to those to be used in the new aeroplane engine, and it was with these that the Douglas motor bicycle was fitted, experimentally when the records were broken...After a little trouble with the magneto, the engine started and ran up to a terrific speed. Of separate explosions one could hear nothing at all, the noise of the engine being merely a continuous note, and, in fact, one could only tell alterations in speed by the alteration in the pitch of the note...Its maximum speed has since been found to be 6,500. It develops about 13hp, and the power curve rises evenly up to the 5,000rpm point.” Bailey raised the 350cc flying kilometre record from 68.28 to 72.63mph and the flying mile record from 67.85 to 70.04mph. If a sparkplug hadn’t self-destructed, it was estimated that he would have done the mile at 76mph. “The firm responsible for the cylinders and parts fitted to the Douglas motor bicycle used in SL Bailey’s new records (the All British Engine Co) are putting on the market shortly a new high speed lightweight motor cycle engine. This is of the two-cylinder horizontally opposed type cylinders 68x68mm=494cc...The design of the cylinders, pistons, connecting rods, valves, etc, is similar to that used on the ABC aero engine, and also on the record breaking Douglas, the overhead valves being 1½in diameter...The engine is designed to give its maximum power at 4,000rpm...The engine will be about 50% lighter than the usual motor cycle engine of the 500cc capacity, and has been so arranged that it will be possible to fit it to most frames without much alteration.”



Bailey's Douglas, as modified by the brilliant Granville-Bradshaw at ABC, revved to an unheard of 6,500rpm.



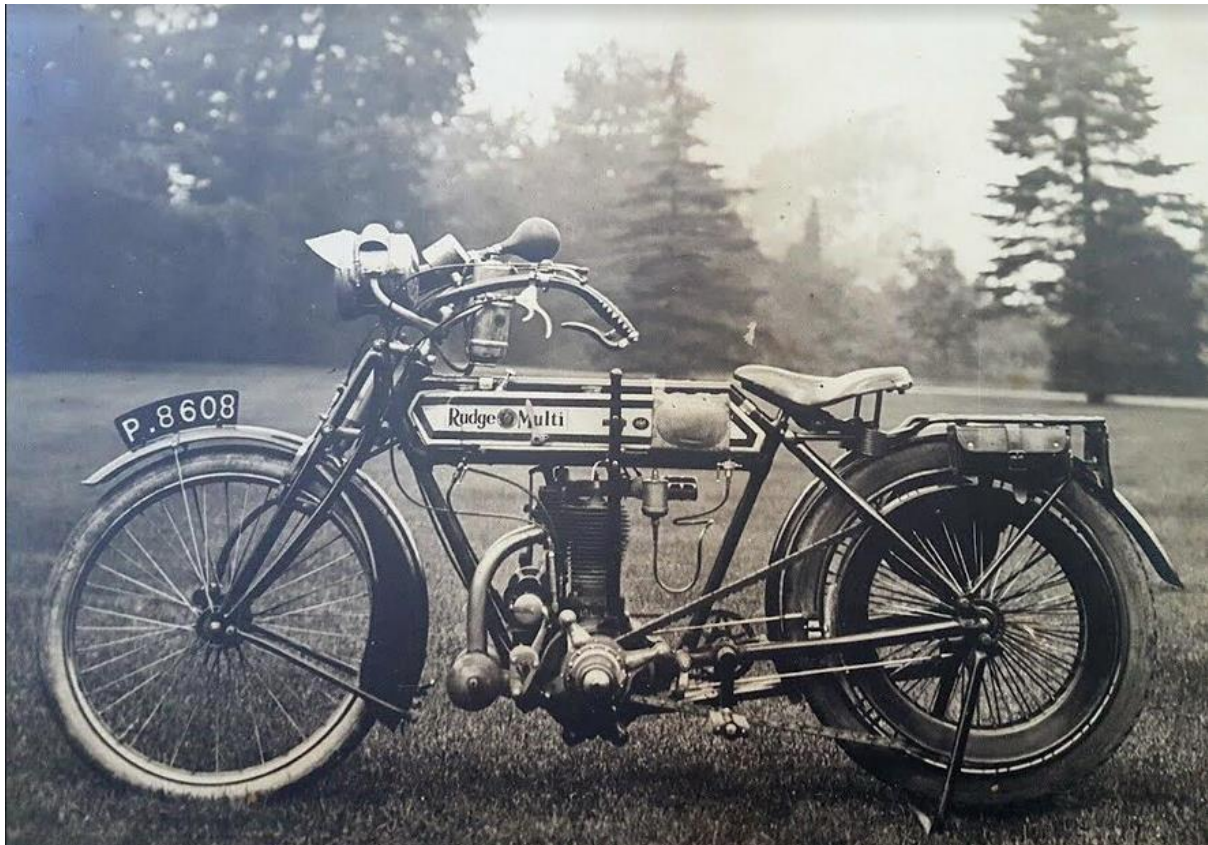
I have no story to go with this restored 8hp 1,000cc Bat outfit, so just feast your eyes...



Ditto this 5hp 770cc solo —they made fine motor cycles in Penge—and



...ditto this Flying Merkel...



...and this Rudge Multi.

HO-HO-HO...THE BLUE 'UN COYLY ANNOUNCED: "We have departed from our usual custom to find space for a selection of seasonable articles and a number of special illustrations. The lighter side of motor cycling will no doubt be appreciated by readers at this festive season." Brace yourselves, it's going to get *crazy*...

YE FEAST OF THE T.T.

And there had been many wet days in the land.
 And it came to pass that the Feast of the TT drew nigh,
 and the Masters which are called Manufacturers did
 murmur and say unto each other,
 Behold, on the morrow shall our six-speed model wipe from
 the face of the earth all manner of change-speed devices.
 And it came to pass that on the day, Monday, the people
 who had travelled from afar did rejoice and say,
 We will arise and congregate about the banner of Start.
 And, notwithstanding the early hour, a great multitude had
 assembled together to behold the start.
 And one Ebbblewhite did lift his voice and say "Go," upon
 which James, who is surnamed Haswell, did gather
 his girdle about his loins.
 And James, who is surnamed Haswell, hastening into his
 saddle did wend his way amidst an exceeding great
 noise and dust.
 And on the tenth hour it became monotonous, insomuch
 that we said one to another, Let us remount and depart

unto Mount Snaefell;
 For it is written in the book *The Motor Cycle*, He who abides
 at the Mount shall find his reward.
 So we arose and smote (two strokes) the throttles of our
 asses, which are called Scotts, and did ride exceeding
 fast nigh unto 'blinding'.
 And behold we came unto the Temple of Bungalow;
 And being athirst we lifted up our voices and cried, Give
 us of the waters of Soda and Whisky.
 Having satisfied our thirst we assembled together on the
 brow of the Mount.
 And it came to pass that we did hear from afar an exceeding
 loud noise like unto the roar of the sea and wind.
 And behold one CR Collier, son of HH Collier, flashed o'er the brow on his mount,
 which by the prophets is called Matchless.
 Then came one Frank, who is surnamed Applebee, riding nigh on to the wayside;
 And he also was exceeding fast—Yea verily, insomuch that we were afraid.
 And many riders flashed by on their iron mounts—verily, a pleasing sight—
 And our spirits ran high.
 But lo! From afar off came the noise which is called misfiring,
 And we lifted up our eyes and beheld one coming slow, insomuch that he wobbled ;
 His spirit was low, yea very low.
 Now at the twelfth hour the multitude were an hungered,
 and the men folk did fetch from their tents, called sidecars and carriers, loaves of bread and
 small bottles;
 And many' were the longing glances of those called competitors at our pitchers of Waters of
 Bass.
 And it came to pass that we did again remount and rode
 unto the city of Douglas, even unto the foot of Bray
 Hill, whence cometh many people.
 And we did inspect the machines, from the 1,000 c.c.
 racer to ye olde crocks.
 Then did we say one to another, Let us back to our tents
 or the temples will be closed, for the hour is late.

Nob Ward



“The Christmas Motor Cycle Trials: As they usually are...”



“...and as they might be.”



Sorry Sir I thought
it was only a dog
It's alright I'm on
a motor bike



Stick to it old chap, we're not
doing so bad, considerin'

An unintentional
embrace.



We've lost our way
old man, but we're found
the pole.

An idea
to make
the hills
a real
pleasure.



Shu
one rider
was
I'll be.



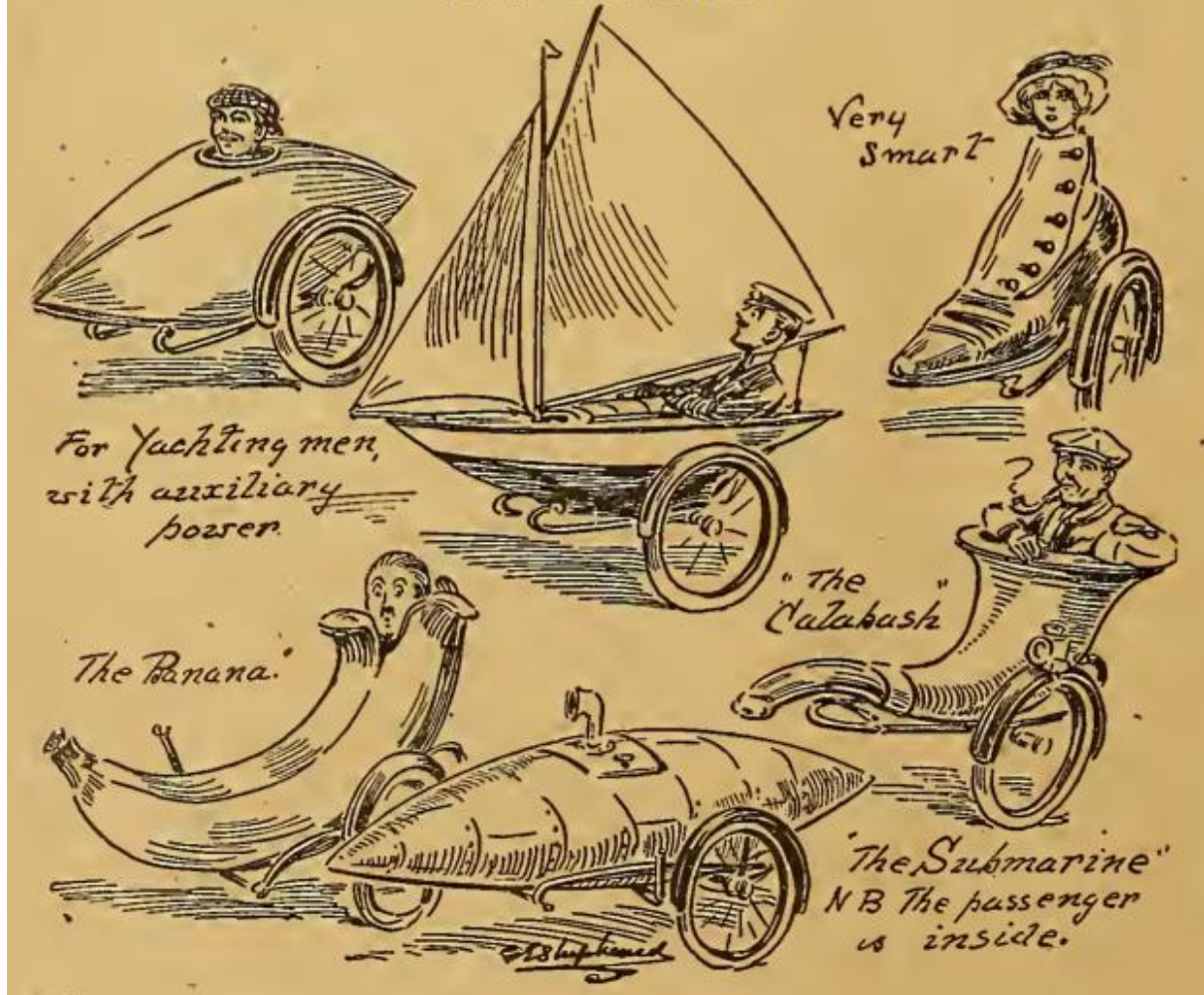
Irish I'd
brought my
sown plough



Don't you worry Sir
me and my mate here
will get you out
in a few hours, byebye an' all.

W. H. L. L.

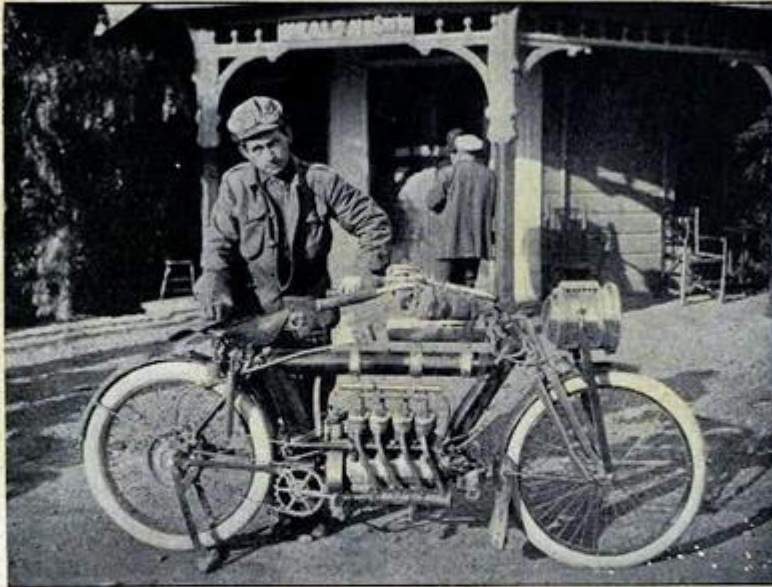
POSSIBLE SIDECAR DESIGNS FOR 1914
AND ONWARD.



Let's start our review of contemporary adverts with one that doubles as a report...

PIERCE WINS

LONGEST ENDURANCE CONTEST EVER HELD
RIDING DAY AND NIGHT



L. W. CONNER, rider of the winning Pierce

SAN FRANCISCO ENDURANCE CONTEST

Run for 5-days and 5 nights in 18 and 30 hour relays

FOR A DISTANCE OF 1779 MILES

WON BY PIERCE FOUR CYLINDER

Thirty-seven original entrants representing all makes of machines were eliminated by five successive contests and final award given to the PIERCE—the only machine finishing in trade rider contest.

PIERCE SINGLE was 33rd machine eliminated

PIERCE MOTORCYCLES ARE BUILT FOR ENDURANCE

See complete 1912 catalog "E". Bicycle catalog "EE"

THE PIERCE CYCLE COMPANY, BUFFALO, N. Y.

Pacific Coast Branch, Oakland, Cal.

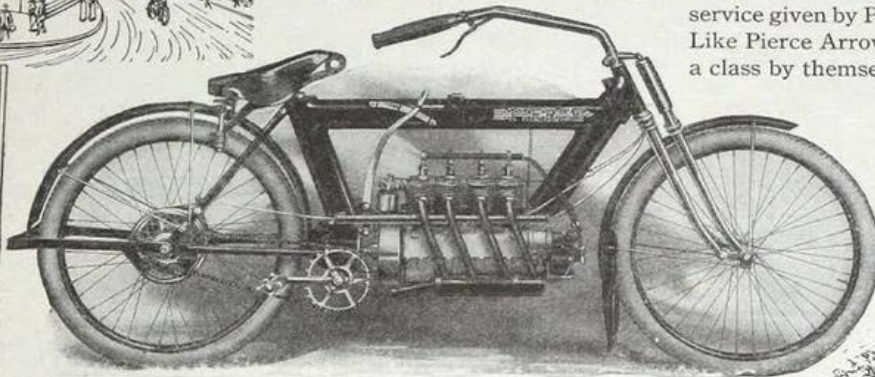
A year after
Pierce set up a British distributor, this feat might have boosted sales despite the four's cost.



PIERCE

The Motor Cycle De Luxe

THE attention paid to the details of design, material and workmanship reveals itself in the smoother, more efficient running and the greater service given by Pierce Motorcycles. Like Pierce Arrow Cars they are in a class by themselves.



Compare the handsome, dignified lines of the Pierce with any other motorcycle.

Single Cylinder and Four Cylinder Models

Distinctive

Features:

- | | |
|----------------------------------|-----------------------|
| Large Tubing Frames | Shaft and Gear Drive |
| No Separate Tanks | Magneto Ignition |
| Free Engine Clutches | Mechanical Valves |
| Two Speed Gears | Automatic Lubrication |
| Efficiency—Durability—Simplicity | |

Read the whole story in our catalog "O." Free on request.

THE PIERCE CYCLE COMPANY, BUFFALO, N. Y.

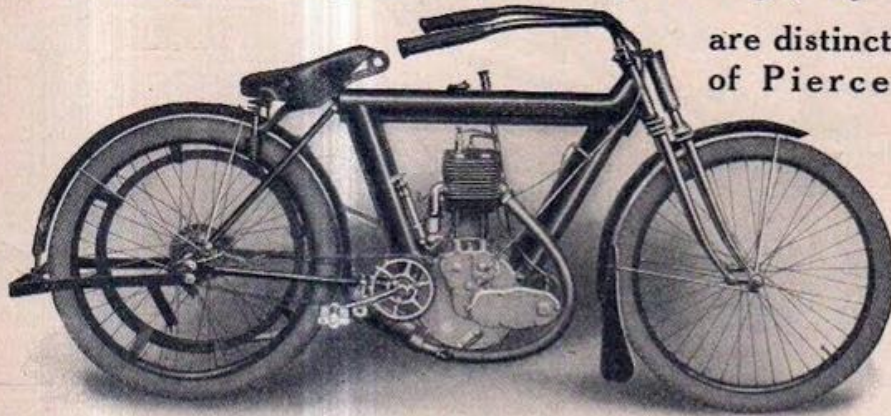
Makers of Pierce Bicycles, Standard for over 20 years

Pacific Coast Branch, Oakland, Cal.



Strength, Speed, Simplicity, Symmetry

are distinctive properties
of Pierce Motorcycles.



The life of a
motorcycle
is in its frame
and engine.

THE Pierce Frame is constructed of steel tubing $3\frac{1}{2}$ " in diameter. It will not break or buckle and is built to stand all kinds of rough roads and hard use. Broken frames, the cause of frequent complaint in other motorcycles, are unknown in the Pierce.

¶ The Pierce Single has a 5 H. P. four cycle engine, fitted with roller bearings, mechanical valves, magneto ignition and free engine clutch. *This is also made to last*, not being of the excessively high speed type. Although not intended for racing, it has a speed of 55 miles an hour and power to climb hills that other singles cannot. The Pierce Single is a motorcycle with the power and road strength of a twin cylinder and the serviceability and simplicity of a single. A maximum of efficiency and a minimum of trouble and expense for repairs.

¶ This company also manufactures the famous Pierce Four Cylinder, the most complete motorcycle made. Also Pierce Bicycles famous for over twenty years, and ridden by all the well-known racing men.

Motorcycle catalogue "LF" on application.

The Pierce Cycle Company :: :: Buffalo, N. Y.
Pacific Coast Branch, Oakland, Cal.

Time to cross the Atlantic, and the Channel, to sample some annonces en français.

Les Motocyclettes légères **ALCYON**

ont remporté dans le Grand Concours de Tourisme disputé sur le parcours de
PARIS-LIÈGE (400 KIL.)

le triomphe le plus beau et le plus probant :

1^{re} CATÉGORIE (Cylindrée de 250 c/m maximum)

1^{er} Maréchal 2^e Leloup

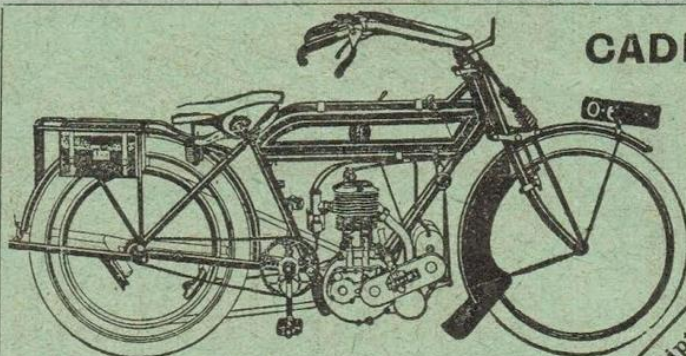
ALCYON, dans cette catégorie, obtient **Six Médailles d'Or**, six de ses coureurs, sur sept, étant arrivés à Liège sans aucune pénalisation.

MARÉCHAL, sur sa moto **ALCYON**, obtient le meilleur coefficient de rendement : 68,28, non seulement de sa catégorie, mais de toutes les autres.

Le prix de l'Automobile-Club Liégeois, **Grande Médaille d'Or**, offerte au concurrent dont la machine a donné le meilleur rendement dans la côte de Bouillon, revient à **MARÉCHAL**, sur **ALCYON**.

ALCYON triomphe également dans le **Circuit Provençal** des petites motocyclettes. Catégorie 2 HP : **1^{er} LAURENT**.

ALCYON envoie son catalogue spécial Motocyclettes, sur simple demande adressée à ses usines 40 à 52, rue de la Garenne, COURBEVOIE



MOTO B. S. A. ORIGINE **4 TYPES**

- 1^o Type COURSE, légère, rapide. Prix 1.222 fr.
- 2^o — ROUTE-LÉGER. — 1.260
- 3^o — ROUTE avec DÉBRAYAGE — 1.425
- 4^o — ROUTE avec débrayage et munie du MOYEU B. S. A. 2 Vitesses 1.512 fr.

NOTA. — Ces prix sont franco Usine Birmingham. Il faut donc ajouter 200 fr. pour les frais de douane et 16 fr. pour l'emballage.

Les TYPES 3 et 4 peuvent être munis de nos **SIDE-CARS** qui sont des voitures latérales confortables.

Prix sur demande

**CADEAU
UTILE**

Catalogues, Notices descriptives sur demande à
BROWN BROS L TO AGENCE **B.S.A.**
34, Rue de la Folie-Méricourt. PARIS (XI^e) DIRECTE

**CADEAU
AGRÉABLE**

CYCLES

B.S.A. ORIGINE ou BROWN

montées toutes deux avec le MOYEU 3 VITESSES **B. S. A.** qui aplanit toutes les côtes.



LA MOTOCYCLETTE RÊVÉE EXISTE.

C'est l'AUTOCYCLETTE

CLÉMENT

La Triomphatrice des Reliability Trials de "L'Auto"

1.600 kilomètres sans la moindre panne sur une Autocyclette plombée et poinçonnée

Avec sa mise en marche par manivelle, ses deux vitesses avec embrayage et débrayage, l'**Autocyclette CLÉMENT**, d'une élégance raffinée, mérite bien le qualificatif qui lui a été décerné après les Trials. Elle est incontestablement

LA REINE DU TOURISME

Catalogue franco sur demande.

CLÉMENT, 62, Grande Rue, au Pré-Saint-Gervais (Seine).

Triumph

Cycles
et Motocycles

Demandez le Catalogue T

TRIUMPH CYCLE CO Ltd, COVENTRY (Angleterre)

ou à la SOCIÉTÉ AUTO-VÉLO, 23, Avenue du Roule, PARIS-NEUILLY

MAGNAT-DEBON

LA
PREMIÈRE MARQUE
DU TOURISTE

Très documenté et intéressant
Catalogue franco

CYCLES
Changement de Vitesse
Direct et Rétro-Direct

MÉDAILLE
d'OR du T.C.F.

GRENOBLE

MOTOS

2 HP $\frac{3}{4}$ légères

LES PLUS
SIMPLIFIÉES

Agence pour Paris et Seine :
48, Rue St-Ferdinand (Aven. Gde-Armée)

LA MOTO-RÊVE

gagnante de deux médailles de vermeil offertes par le Touring-Club aux concours organisés par l'Automobile-Club de Nice, avril 1909, et le Moto-Club de Marseille, avril 1911.

Motocyclette

légère

à un et à

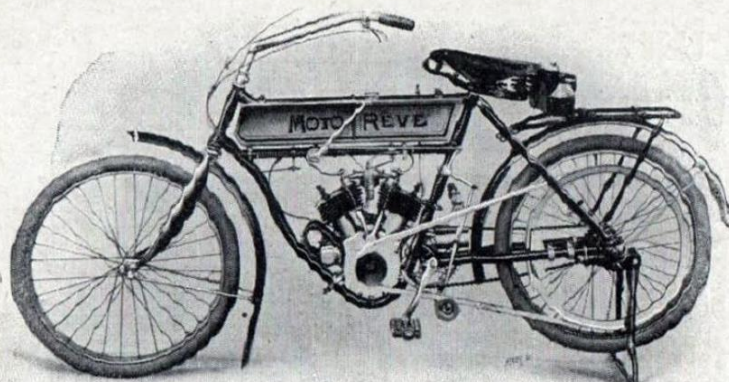
deux

cylindres à

Magnéto.

Soupapes

commandées.



Force

2, 2 1/2,

3 et 4 HP

Catalogue illustré
gratis et franco.

GENÈVE

SUISSE

ENCORE et TOUJOURS!...

LA MOTORETTE TERROT TRIOMPHE

Au Mont Ventoux (11 Août)

2^e Catégorie : 1^{er} CUZEAU sur Motorette TERROT

— 2^e SCHWALM sur Motorette TERROT

Chaînes enlevées.

Moyenne du vainqueur : 47 kil. à l'heure.

Au Grand Prix International (Marseille 15 Août)

1^{re} Catégorie : 1^{er} SEGOND sur Motorette TERROT

Moyenne : 70 kil. à l'heure.

— 2^e DUCREUX sur Motorette TERROT

Gagnant la Coupe Cavalier : Record du tour.

— 3^e BLANC sur Motorette TERROT

Gagnant le Prix Touriste.

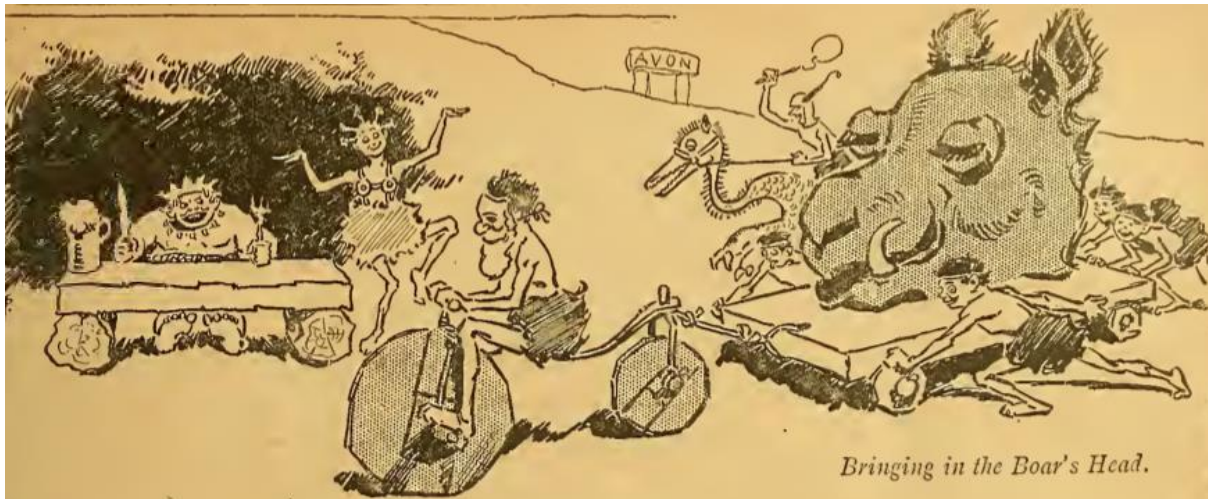
TOUTE la CAMPAGNE SPORTIVE lui APPARTIENT

Modèles 2 et 2 3/4 HP moteur TERROT-ZEDEL

TERROT & C^{ie} - DIJON

PARIS : Magasin de Détail, 30, Avenue de la Grande-Armée

...and a particularly fine collection from England.



A Prehistoric Banquet.

Our prehistoric forefathers were a sporting lot ; they hunted the woolly elephant and the Iguanasauros with arrows and stone clubs—they had no “Cordon bleu” chef to cook him when caught, but probably enjoyed the eating just as well as we do.

The modern man has greater luxuries—good wine, good food, good cooking, and a comfortable motor cycle to take him to the feast.

But best of all, he has the AVON TYRE wherewith to cover the wheels of his motor cycle and make his journeyings as comfortable as “riding on air,” and a good deal safer.

AVON TYRES are strong, resilient, and durable, and can be retreaded after thousands of miles. Compare the “tyre” of the past with the AVON and give thanks to the makers.

BURBERRY

MOTOR CYCLE OUTRIG.



ILLUSTRATED
CATALOGUE
AND
PATTERNS
POST FREE.



Ask Her which way she would rather ride. Then write for booklet telling all about the quiet, vibrationless, flexible, powerful, sweet running

Avon Motor Cycle Tyres.

Suitable for all climates.



Tricar.

Made in 24", 26", and 28".
24" - 40/- each.
26" - 42/6 "
Tube, No. 2 Qual.
24" 9/6; 26" 10/2.
Tube Lysol.
24" 6/3; 26" 6/6.



Stonehenge.

Made in 24", 26", and 28".
24" - 23/- each.
26" - 24/6 "
28" - 25/6 "
A most popular cover at a popular price.
Extra strong casing.



Lightweight A.

Made in 24", 26", and 28".
24" - 17/9 each.
26" - 19/6 "
28" - 20/3 "
As a cheap cover this cannot be beaten.



Combination.

Made in 24", 26", and 28".
24" - 42/3 each.
26" - 44/- "
28" - 45/9 "

Steel and rubber studs, an ideal all-weather non-skid.

AVON MOTOR CYCLE TUBES

fitted with motor cycle valves.
No. 2 Quality P.A. Quality
(Red or Grey) (Red or Grey)
24", 26", and 28".

24" - 8/9 ea. ALL 28" - 7/6 ea.
26" - 9/6 ,, GUARAN- 26" - 8/3 ,,
26" - 10/3 ,, TEED, 26" - 9/- ,,

All motor cycle tubes can be fitted with the Avon Dome Ends at 2/- per tube extra.

Avon Dome Ends for Motor Cycle Tubes.
Easily fitted.
TRY THESE.
Reg. No. 572,420.



Avon Dome Ends for Motor Cycle Tubes.
Enormous Success.
Easily detached.
Reg. No. 572,420.
NO TROUBLE.

AVON MOTOR CYCLE BELTING.
12in. - 1/6 per foot. 14in. - 2/3 per foot.
16in. - 1/8 per foot. 18in. - 2/4 per foot.

AVON MOTOR CYCLE COVER RETREADS.

Size 26" or 28" x 2", 2 1/2", and 3".
Steel Studded - 29/6
Avon Combination (1920) - 25/-
Extra Heavy Rubber Stud or 7 line pattern - 13/6
Medium A. Rubber Stud, or 7 line pattern - 11/6

Bicar.

Made in 24", 26", and 28".
24" - 22/6 each.
26" - 24/3 "

Suitable for 21 to 24 h.p.



Druid.

Made in 24", 26", and 28".
24" - 21/- each.
26" - 22/6 "
28" - 24/6 "

Suitable for 21 to 24 h.p. and 25 h.p. and 26 h.p.



Lightweight B.

Made in 24", 26", and 28".
24" - 15/6 each.
26" - 16/3 "
28" - 17/6 "

A special grade at a special price.



Steel Studded.

Made in 24", 26", and 28".
24" - 45/9 each.
26" - 47/6 "
28" - 48/3 "

Specially constructed studs, large holes.



Write for our new illustrated catalogue, free upon application, full information.
Whatever machine you ride, see that the Tyres bear AVON name.

The Avon India Rubber Co., Ltd., Melksham, Wilts, England.

LONDON: 35, Long Acre, W.C.

MANCHESTER: 229, Deansgate.

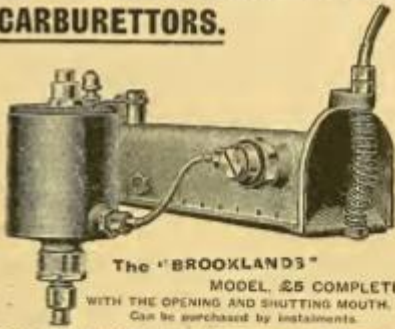
BIRMINGHAM: 204, Corporation Street.

GLASGOW: 197, Buchanan Street.

Large Stocks kept at all our Branches.

Also at most high-class Motor Cycle Depots.

HILL-CLIMBING AND RACING CARBURETTORS.



The "BROOKLANDS"

MODEL 25 COMPLETE.

WITH THE OPENING AND SHUTTING MOUTH.

Can be purchased by instalments.

DON'T MISS A WORD OF THIS!

Although I specially cater for the ordinary tourist and every-day rider who loves **slow, quiet** pulling, an instant start, great flexibility and speed, and a tick round when in traffic or with clutch out, things he cannot get with single jet carburettors, and which he does get with the

BINKS' TOURING CARBURETTOR

complete at **45/-**, and which does all the above with the movement of one lever only. **I do not neglect the speed man**, I give him the **Brooklands**, described by Mr. Conradson as "the demon," and a demon it is on **hills and the track**.

Mr. Clark on a 3½ h.p. Conah, using this Carburettor at the Warwick Hill-climb, made fastest time, actually tying in speed with an 8 h.p. overhead Jap.

This instrument must, by reason of its construction, give more speed and power than any other.

**ADDRESS ME
PERSONALLY.**

C. BINKS, Ltd.
PHOENIX WORKS,
ECCLES,
NEAR
MANCHESTER.

**ALL
MOTOR CYCLISTS
SHOULD WRITE FOR MY
TREATISE ON CARBURA-
TION. QUITE FREE.**



Bowdenism

(The Science of Single Control)

Genuine Bowden Control Wire.

Beware of Cheap and Inferior Imitations.

THE True and Perfect Quality of BOWDEN WIRE MECHANISM attained only through fifteen years' experience is marketed under the following Trade Marks:

BOWDENITE—The popular style of black waterproofed wire used on all motor cycles.

BOWDENSILVER—Similar to the above but having an armoured wrapping of white metal ribbon to give further protection. This is also made with brass wrapping under the style of Bowdenbrass.

BOWDENAMEL—Used for work where protection from the ravages of weather is not essential. The wire has merely a coating of enamel.

BOWDENOIR—Same as above, except that the wire is oxydised.

BOWDENSOLO—Similar to preceding, but with a "tinned" finish.

Having regard to the serious functions to be performed by BOWDEN WIRE, we *Refuse to Lower Quality.*

See the above marks on the Genuine Article.



We shall be glad to send our 1912 Catalogue on request.

**BOWDEN
WIRE Ltd.,**

Note—Genuine
Trade Mark
has in place
name under it.

Pratt St., Camden Town,
LONDON.

G. RAWS & SONS' Motor Cycling Clothing!

Suitable Waterproof Garments for Easter Riding.



"STANDARD" SUIT.

In grey-green or fawn double texture cloths. Guaranteed absolutely waterproof. Strong and heavily proofed.

Jackets only.

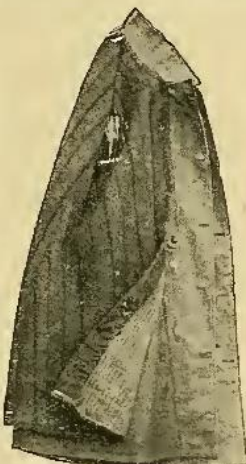
Double-breasted, deep storm collar and throat tab. Inside and outside wind cuffs. Pockets lined.

Price 18/-

Leggings only.

Leather adjustable boot straps, V shaped gussets and done fasteners to exclude wind, rain, and dust. Shaped to extend over front of boot and protect eyelet holes. Price 8/-

Complete Suit, 25/-



"ALLSEASON" JACKET.

Just the Thing!

A Lined Waterproof!

Our own design.

In grey-green, double texture cloth. Guaranteed absolutely waterproof. Double breasted. Deep storm collar and throat tab. Fitted with a warm detachable Fleece lining.

Price 25/-

Lady's Allseasons made to order.



TROUSER-OVERALLS.

In grey-green or fawn double texture cloths. Guaranteed absolutely waterproof. All latest improvements to protect stomach from cold, wind, and rain. No tearing at fork. Specially designed to allow access to pockets, etc.

Price:

Without seat 13/11
With seat - 15/11

We are Motor Cyclists ourselves and know your requirements!!

TERMS: Nett Cash with Order. Goods sent By RETURN, carriage paid. Garments may be returned if not satisfactory, and money will be refunded.

Send chest measurement and length desired for Jackets, and inside leg measurement only for Leggings.

Send at once for illustrated catalogue and patterns to:

G. RAWS & SONS, Waterproof Clothing Specialists, LIVERPOOL.
The Albany, Oldhall Street . . .

OFFERS WANTED.

We have close on 200 Second-hand Motor Cycles, and these, together with the New Machines that are continually coming in, and the machines that we have to take in exchange deals, are filling up the show, and it is only with difficulty that we can get either in or out, and as to the matter of showing machines, this is an utter impossibility. They are packed in rows like "herrings in a barrel." If you have not been to see the show, come over, and you will get an eye-opener and startler, more particularly if you have been to see what other people call their shows. There are more machines here than are to be found under any one roof in the world. There are Second-hand Triumphs, Humbers, Jap-Bats, N.S.U.'s, Minervas, Rexes, P. & M.'s, Siggers, Moto-Rees, Motoscoches, V.S., Moto-Velos, Ridges, Rovers, and many other two-speed gear and free-engine models. Besides these, we have a dozen or fifteen Accumulator Machines, which the Sunny Jims can have at from £3 down and balance at from 5/- per week. The better class machines, with a few exceptions, can be had at one-third down and the balance by instalments.

If you have some cash left after the strike, we want you to make us an offer. Send for our list and get on the jump. Remember that we are on the telephone, not for the good of our health, and also that we appreciate a call or wire. We must really clear some of this huge stock to make room.

In addition to the above, we have a lot of Second-hand Sidecars that we wish to clear at from £3 10s. upwards, as we must make a move on something or other, otherwise we shall have to take another shop in order to take in the daily deliveries of new stuff. We want you to give us a hand to make a move on this tackle.

If you have a Motor Cycle, you are independent of the Coal War, Railway Strikes, and other industrial upheavals. We would specially like you to come and see us. If you can do this, you will get a surprise, and we ourselves are rather surprised that more people do not avail themselves of coming to Morecambe for a week-end during the season. It is a fine place, and is a top coat warmer than in most of the inland towns, and two top coats warmer than in many towns of this country. If you blow into Morecambe for a week-end, you can be put up very reasonably, and you can have a thorough try on a machine before starting back home again. We make this proposition to the knuts, as we think it will come cheaper in the end than having railway fares to pay on machines that they want sent on approval.

Besides a host of Motor Cycles, we have a large stock of odds and ends in the way of Accessories, which, as they say in Yorkshire, are in the gate. If you have not had a list, it is time to get one; and if you want a new machine, we can supply you with anything that is worth having; the others you do not want.

We have in stock at the present moment the following new models:

P. and M.'s, Bat-Japs, chain-drive and belt-drive models; Matchless, two-speed and all models; Rudge, ordinary and free-engine models; Zeniths, all models; Clynos, two-speed; Bradburys, two-speed and ordinary models; Premiers, lightweights, two-speed, and ordinary models; Scotts, Humbers, lightweight three-speed models and 3½ h.p. two-speed models; Motoscoche, two-speed; Triumphs, ordinary and free-engine models.

We have also coming in this month, A.C. Tricars, Douglas model K, Morgan Roadabouts, and we are open for your kind enquiries.

If you are in the Trade, we can give you our

best trade terms. We are catering for the wholesale, and not jealous by any means. Before buying anything, write us. Our Garage has a very poor appearance as far as looks go, but without doubt we have the largest stock in the World, and that is what you want to look at, not the general contour of the premises. We pay a small rent, and can give better terms than the large City Houses who have fancy rents to pay. Our stock of new machines for the season is not far short of £50,000, and we look forward to your assistance in moving this lot. So long until Easter-tide.

The canaries are in full song!

—:O:—

NOTE!

We are open all Easter Holidays. Come and see us.

—:O:—

Note the address:

HITCHEN'S, LTD., MORECAMBE.

Telephone: 112.

Wires: "Motor, Morecambe."

'KERRYWEAR'

For Perfect Style



HOLLAND DUST SUIT

For Summer Wear.

Complete ... 18/-
Jackets only ... 9/6.

Have you had our
48 PAGE LIST? If
not, write for one. We
send it post free.

THE "KERRY IDEAL" SUIT (WATERPROOF).

Price with ordinary overalls	.. ..	£1 13 6
" " " " " " " " " " " "	.. ..	£1 16 0
" " " " " " " " " " " "	.. ..	£2 0 6

COMPLETE OUTFIT (WATERPROOF). FOR LADIES WHEN SIDE- CARING. Includes Raglan Jacket and Skirt.

Price:
£2 12 0.

"KERRY WEAR" combines utility with style, lightness with strength. In every respect it is ideal.

EAST LONDON RUBBER CO.,

LONDON: 28, 31, and 33, Great Eastern St., E.C.
BRISTOL: Kerry House, 136, Temple St.
SHEFFIELD: Kerry House, Farnwood St.

The "T.T." Ballad

Winners of the Senior "T.T." 1911 and 1912.

Tune—Ancient Song "Keep on doing it."

When Godfrey rode an Indian
and tuned it up for flight,
Some scalps were raised,
and the Indian Braves
sang round their fires that night.

*Keep on doing it, keep on doing it,
Keep on doing it each T.T.
Keep on doing it, keep on doing it,
Good old Indian's 1,2,3.*

When Applebee his partner
tuned up his British "Scott,"
He said "O.G."
just wait and see
This scalping business stop.

*Keep on doing it, keep on doing it,
Keep on doing it each T.T.
The old Firm's doing it,
The straight Firm's doing it,
Good old Scott and Applebee.*

So shout hurrah for England,
Three cheers for the trusty Scott,
Hurrah for the 2 stroke engine,
So cool when pace is hot.

*We keep on doing it, keep on doing it,
We keep on doing it each T.T.
Keep on doing it, keep on doing it,
Either Godfrey or Applebee.*

Godfrey & Applebee are now booking orders for 1913
Scotts, and "keep on doing it." So don't delay if you
want one as orders are taken in strict rotation.

**GODFREY &
APPLEBEE Ltd.**

208, Gt. Portland St.,
London, W.

Telephone—"Globe,"
London.
T. 0194—Mortals 4310.

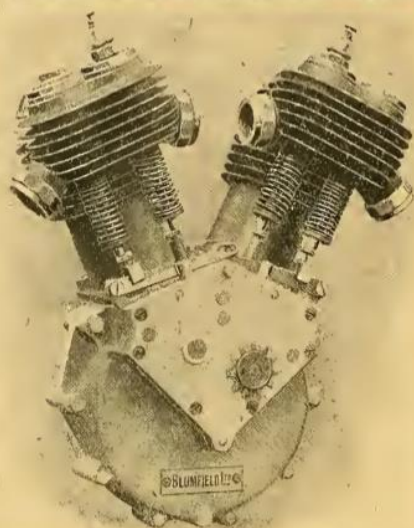


Sole London Agents for
Scott, Trump-Jap. and
Cerah Motor Cycles.

Exclusive Agents for
Indian Motor Cycles.

Special Agents for
Alcyon, Bradbury and
Zenith.

C.D.C.



THE "KNUT" CRACKER

AT OAKAMoor, MAR. 30/12,

WAS

THE **"BLUMFIELD"** 80 x 95
TWIN

FIRST in CLASS 4, and tied for
FASTEST TIME OF THE DAY
IN CLASS 5.

BLUMFIELD L^D., 70, LOWER ESSEX ST.,
BIRMINGHAM.

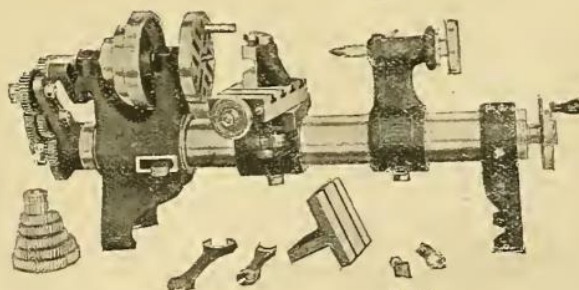
Motor Cyclists and Repairs.

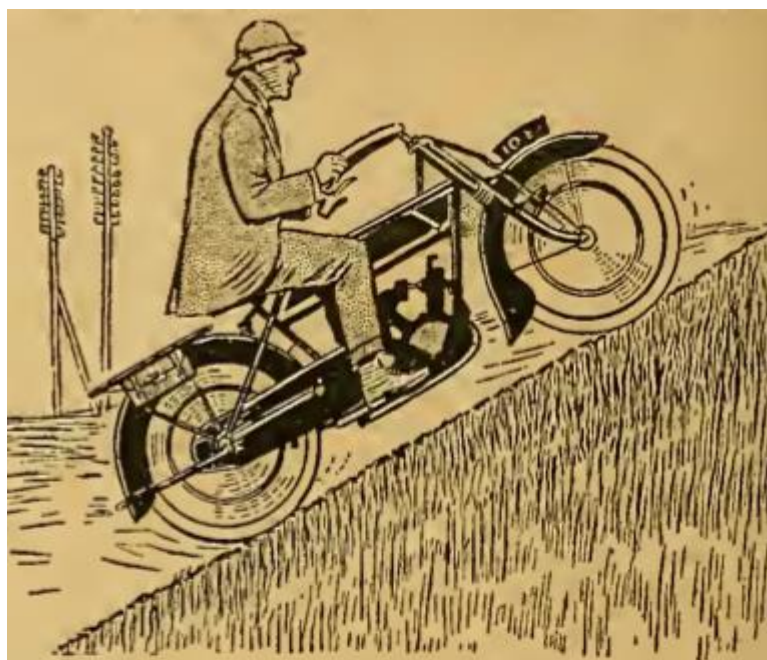
Now that winter is over, there are many motor cyclists thinking—some of buying a new machine, some of putting their present one in condition after its long disuse in the winter, and others surveying the wear and tear of their past mud-plugging, dolefully thinking of bills for repairs and replacements to come.

Our advice to all the above is to install in their own garage a handy little lathe such as illustrated here, and set to work on their own repairs. It is not difficult, it is interesting, it is cheap, and we help if you get stuck.

This lathe is £5, and can be had on the easy payment system. We will gladly send particulars.

DRUMMOND BROS., LTD.,
- REED HILL,
GUILDFORD, SURREY.





The above drawing is from
an actual photograph, and
represents the

LEA-FRANCIS MOTOR BICYCLE

climbing a gradient
of **1 in 2 !!**

The telegraph poles
show the true vertical.

THE FAMOUS
BRAYRONI



**Acetylene Burner
for Headlights**

Gives, from a single gasway only, an atmospheric flat flame which cannot become distorted and crack lens or mirror.

The Burner is of the air-injecting type—it will not carbonise.

It is now fitted with a Pressure Check, which obviates flaring.

Send for descriptive booklet of the "Bray" Burner to

GEO. BRAY & CO. L^{td}
Dept. M. LEEDS



BEACON OILSKINS

keep you dry anywhere—always.

No clumsiness—no stickiness. See the smart practical look of the motor cycle suit! Jackets 33, 36, 39 inches long. Black or Yellow, 11/6. Tan or Grey-green, 17/3. Le gings. Black or Yellow, 7/6; Colours, 8/6. It's worth while writing for "the Only Way," our new Beacon Catalogue. Send for it now before you get wet again.

BARBOUR'S, The Store for Wet Weather Wear (Department D). **SO. SHIELDS.**

**ONE REASON
FOR THE GREAT SUPERIORITY OF
LUCAS**

"KING OF THE ROAD"

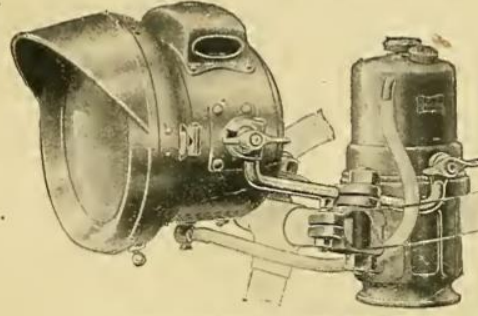
LAMPS

OVER ALL OTHERS IS THAT THEY ARE
DESIGNED AND MADE BY MEN WHO KNOW
THEIR BUSINESS THOROUGHLY—NOT BY
THOSE WHO MERELY MUDDLE THROUGH
AND THINK THEY KNOW. SKILL COUNTS.

Send for descriptive Catalog of Lucas Motor-Cyclealities, post free from Dept. F.

JOSEPH LUCAS LTD., BIRMINGHAM.

WE MAKE LIGHT OF OUR LABOUR.

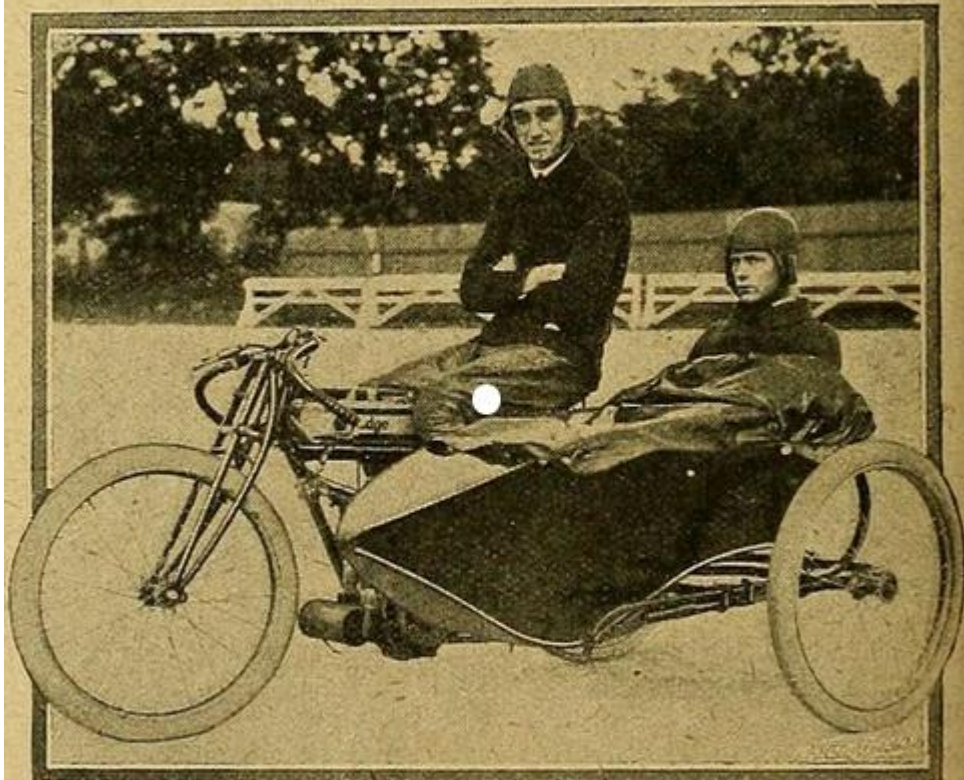


The Lucas "King of the Road"
Projector Set No. 462.
Fitted with Manganin Lens Mirror and Instantaneous
Carbide-Container Fixing.
NEW PATTERN FOR 1912.
Lyndale,
Woodend Lane, Edgbaston,
Birmingham.
Messrs. Joseph Lucas, Ltd.
April 14th, 1912.
Dear Sirs,
Will you kindly send catalogue of your latest
Lamps, etc. I have used your lamps on Matchless and
Sidecar this last year, and am pleased to say they
have never given any trouble. As for light giving I
consider them far superior to any other make. I have
tried several of the highly priced and advertised lights,
but have been very pleased to see the last of them.
Yours truly,
(Signed) T. BRIDGWATER.

DEPOTS:
London, Manchester, Dublin,
Newcastle-on-Tyne.

SIDECAR RECORD

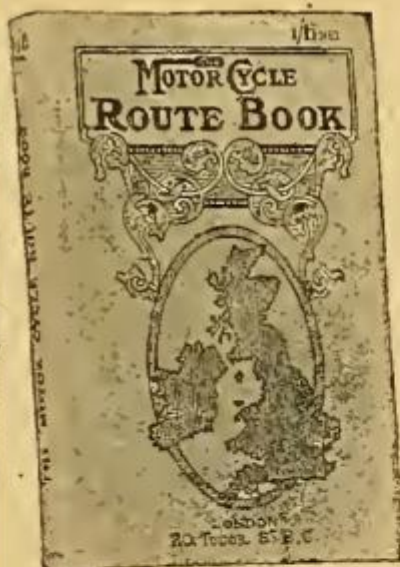
At Brooklands, July 25th, 1912.



Mr. W. Stanhope Spencer with "Bramble" Sidecar.

THE BRAMBLE MANFG. CO., LTD.,
Charterhouse Mills, London Road,
Tel. 835. **COVENTRY.**

PRICES OF ALL DESIGNS ON APPLICATION.



WHERE ARE
YOU GOING
AT EASTER?

.

All best routes
are given in

"The Motor Cycle"

ROUTE BOOK.

It contains descriptive main routes for the whole of the United Kingdom ;
speed limits ; forty-five maps (Bartholomew) ; and copious index.

Price		By post,
1/6 net.	.. ..	1/9.

Obtainable at ILIFFE & SONS Ltd., 20, Tudor Street,
London, E.C., and leading Bookstalls.

(Remittance must accompany all post orders).

CONTRACTORS TO H.M.
GOVERNMENT

1912

Codes: A, B, C, S, L, and U, see text.

The Rover Motor Bicycle

SOLE MANUFACTURERS

THE ROVER COMPANY LIMITED

ESTABLISHED 1977

Lake City Power Cycle Co., Ltd.
 Engineers, E. H. Stanley & Co., Ltd.

Meteor Works, Coventry.

DEPOSITS _____

London: 28 Halfway Street, E.C.
Tel. Add.: LONDON. Tel. No. 4899 Central
10-51 New Oxford Street, W.C.
Tel. Add.: BOSTON. Tel. No. 10111 Central
Croydon: 26 George Street.
Tel. Add.: CROYDON. Tel. No. 332 D 11

Newcastle-on-Tyne: 35 Northumberland St.
Tel. Add.: "Roxane" Tel. No. 2000

Leeds: 36 Gildford Street.
Tel. Ad.: "Rivers." Tel. No. 5988.
Dublin: 25 Suffolk Street.
Lord Edward Street
(WINDMILL BUILDING)
Tel. Ad.: "Rivers." Tel. No. 5988.

The 3½ h.p. Rover fitted with Three-speed Gear
and No. 3 Side Car.

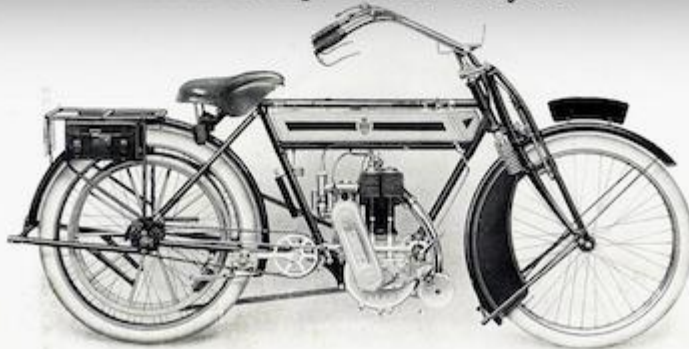
For Driver and One Passenger



Price, complete.	No. 1	-	-	-	-	-	-	-	-
" "	No. 2	-	-	-	-	-	-	-	-
" "	No. 3	-	-	-	-	-	-	-	-
Price, complete, with 1 year's trial.									

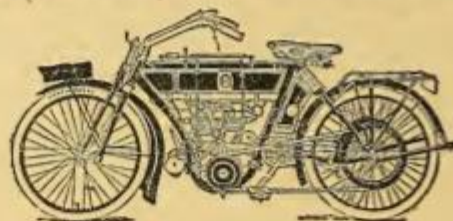
As so many of our clients desire to use a Side Car we have decided, after careful consideration, to recommend for the purpose the above combination of the Millford Side Car and our 3½ h.p. Motor Cycle fitted with the Armstrong-Triplex Three-speed Gear.

Rover 3½ h.p. Motor Bicycle.



Price, Fixed Engine Model
 " with Triumph Free Engine Clutch (made under license from Triumph Co.)

3
H. P.
N.S.U.
TWIN-CYL.



6
H. P.
N.S.U.
TWIN-CYL.

Four Models to choose from each as perfect as can be, each fully equipped and prepared to give complete satisfaction.

It is over eleven years since the first N.S.U. was built. To date, over 24,000 have been supplied. The actual experience and comprehensive knowledge of every detail of motor cycle construction acquired by the makers during those years ensure the absolute trustworthiness of the mounts and form a strong reason—apart from the proved Reliability and Efficiency of the N.S.U.—why you would gain the satisfaction you seek in an N.S.U. more certainly than in any other.

1912 MODELS.

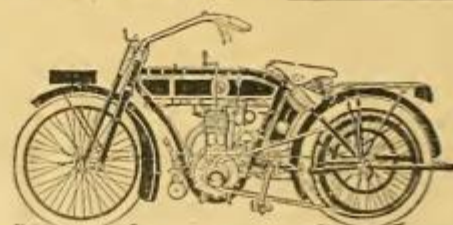
Single-cylinder	.....	2½ h.p. and 3½ h.p.
Twin-cylinder	.....	3 h.p. and 6 h.p.

The N.S.U. models are the moderns of the moderns, being fitted with all the latest improvements such as loop frame, rear spring, automatic carburetter, separate tanks of special design, handlebar control, two powerful brakes, Bosch ignition, low seating, under-geared pulley as standard. The famous N.S.U. two-speed gear and free engine fitted if required.

N.S.U. MOTOR CYCLES

THE N.S.U. MOTOR COMPANY, LTD.
Office and Showroom: 195, Gt. Portland Street, London, W.
Goods and Repairs: 83-85, Baker Street, London, W.

2½
H. P.
N.S.U.
SINGLE-CYL.



3½
H. P.
N.S.U.
SINGLE-CYL.

MORE SUCCESSES.

BROOKLANDS, MAY 27th, 1912,

**Both Motor Cycle Races
were Won on**

WAKEFIELD CASTROL (Regd.)

The Eighth Short Motor Cycle Handicap **FIRST**
W. Dewar (Triumph).....

The Seventh Long Motor Cycle Handicap **FIRST**
R. Weatherill (Zenith).....

FRENCH AUTOMOBILE CLUB MEETING
AT LE MANS: ENGLISH RIDERS USING
WAKEFIELD CASTROL (Regd.) swept
the board. Messrs. Rex Mundy, V. Taylor,
H. G. Dixon, and J. Cocker, who won all
the events between them, exclusively used
CASTROL.

C. C. WAKEFIELD & Co.,
27, Cannon Street, London, E.C.

C.D.C.



**Sound
British
workman-
ship
throughout.**

No blarney, boys,

the magneto you
can trust is the one
that's made under
the old flag—the

SIMMS

Wherever used it justifies the
highest expectations of effici-
ency and durability. You
could not get better if you
tried—therefore specify
'Simms' when ordering.

The SIMMS MAGNETO COMPANY,
Limited,

Welbeck Works, Kimberley Rd., Willesden
Lane, Kilburn, LONDON, N.W.

Phone - 9841, Paddington.
"Grams -" Expendable, London.
COVENTRY - St. Mary St.; PARIS - 12, rue de
Courcelles; NEW YORK, U.S.A. - 150 Broadway.

OLEO PLUGS



**WORLD'S
PREMIER PLUG**

Some ads were racist...



**A NICE
COMPANION**
in your sidecar
will add to your
pleasure **BUT**
you must have
a nice sidecar:
COME & SEE
The **BRAMBLE
& MONTGOMERY**
(Bring your Companion with you)

...others were sexist.



**A simple
quick
Puncture
Repair**

Read this
twice. A
 cursory glance
might fail to ade-
quately convey the
simplicity of the Parsons
Method of puncture repair.

Parsons Rapid Repair Kit mends
punctures in one minute. Four
simple operations complete the job.

1. Take out damaged part of tube.
2. Punch hole clean
3. Stretch and insert
a plug.
4. Compress—and the repair is made

Once compressed, the plug can never leak or come
adri't: neither can it harm the tyre.

Complete Kit, consisting of piercing tool, stretcher,
closing pliers, and 12 plugs weighs 1 lb., measures 7in. x 4in.
(fits the pocket) and costs

15/-

Write for descriptive booklet.

PARSONS NON-SKID CO., LTD.,
23, Store Street, London, W.C.,
and 237, Deansgate, Manchester.

PARSONS
Rapid Repair Kit.

**DO YOU WANT
BARGAINS?**

And at
Manchester Street,
Liverpool.

Everything for the Motor Car.

RELIANCE

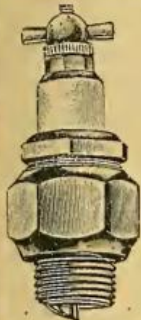
CITY CYCLE AND MOTOR HOUSE,

POUNDS
WE SAVE YOU

THE GUARANTEE
IS IN THE NAME.

Snow Hill,
Birmingham.

Everything for the Motor Cycle



SPARKING PLUGS
from 6d. each.

"Bosch" Sparking
Plugs, 3/6 each.
"Blumel's," 3/6 ea.
"Simms," 3/3 ea.
"Lodge," 4/- ea.
"Lodge" Double
Pole Plug, 8/- ea.

**MOTOR CYCLE LAMP AND
GENERATORS.**



Reliance No. 210, for
lightweight motor
cycles, with separate
generator .. 6/11
No. 240, self-con-
tained .. 8/11
No. 212, large size,
for heavyweight
motor cycles, with
generator and mirror
lens .. 14/11
No. 220, large size,
for heavyweight
motor cycles, with
hood and lens, 17/11

Trade Lists Free.



Reliance Canvas & Rubber Belting
1 1/2" 1/4" 1 1/2" 1 1/4" 1 1/2" 1 1/4"
Reliance Leather Belting.
1 1/2" 1 1/4" 1 1/2" 1 1/4" 1 1/2" 1 1/4"
We also supply Lyso, Stanley-
Dermatine, Continental, and
Rawido Belts at lowest prices.



RELIANCE ALL RUBBER.
Best quality rubber, per pair, 1/-
Ditto, with spare glasses, 1/3

LA SVELTE GOGGLE.

Best quality .. 3/11
Cheaper quality .. 2/11
Brown Leather Mask .. 9d.
Special .. 11/6
Superior quality in case .. 1/3
No. 2005. Goggle with aluminium
sides .. pair, 1/3



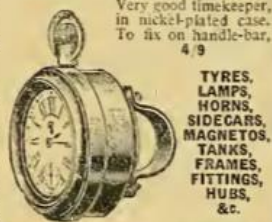
BELT DRILLS
Reliance Belt Drill, 10/6.
Punch, 1/-
Best quality Drill, 1/3
Punch, 1/3
All above fit any belt.
Abingdon King Dick's
Belt Punch .. 1/6
Ditto Belt Drill .. 1/6



**MOTOR CYCLE
EXHAUST
WHISTLES.**

For motor cycles
—all brass.
Single note, 3/3
Double note, 6/-

MOTOR CYCLE WATCH & HOLDER



Very good timekeeper,
in nickel-plated case.
To fix on handle-bar,
4/3

**TYRES,
LAMPS,
HORNS,
SIDECARS,
MAGNETOS,
TANKS,
FRAMES,
FITTINGS,
HUBS,
&c.**



He's got his also

and so has nearly every other reader of "The
Motor Cycle."

Have you got your

ROYAL RUBY MOTOR CYCLE CATALOGUE?

If not you are letting the machines with the finest
specification of the year slip past your notice.
With its famous J.A.P. engine, Clater Lea fittings,
Bosch Magneto, Dunlop, etc., tyres, Villiers, Roc,
Armstrong or Sturmeys Arc her, variable speed and
free engine, hub, etc., etc. the ROYAL RUBY is
the "classiest" mount of the season.

And it's not dear either.

Let us send you a copy without further delay.

ROYAL RUBY CYCLE CO., 61 Ancoats Street, MANCHESTER.

FOR DEFERRED PAYMENTS

1/3 down and balance in
12 monthly equal
payments.

HARRODS

THE
BEST HOUSE
for MOTOR CYCLES.

SIDECARS OR RUNABOUTS

Sole Concessionnaires of the celebrated
MORGAN RUNABOUTS.

Stockists of G.W.K. MOTORETTE,
SABELLA, ROLLO, etc., etc.

Finest motor cycle showrooms in London.

NOTE ADDRESS:

HARRODS LTD.

(Richard Burbidge, Managing Director),

Brompton Road, LONDON, S.W.

CORONET SIDE CARS

1912 CANOE CORONETS.
Immediate Delivery.



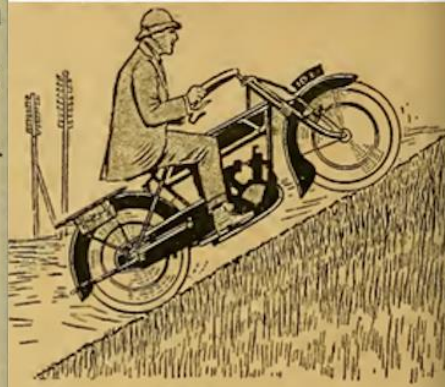
PATTERN 1. High-class canoe front body; latest quick detachable joints; extra strong joints; £6 6 0



PATTERN 3. Best quality cane body; strong axles; quick detachables; £7 7 0



PATTERN 4. Beautiful design cane body, with side doors; £8 9 0.



The above drawing is from
an actual photograph, and
represents the

LEA-FRANCIS MOTOR BICYCLE

climbing a gradient
of 1 in 2 !!

The telegraph poles
show the true vertical.

BROOKS

make.

Individually these are perfect receptacles for the articles they are designed to carry—

Collectively they form an ideal luggage-carrying equipment.

There are bags for every purpose and every one of them is so designed as to make waste of space impossible.

Here we illustrate Bp650—made of the finest leatheroid, with removable inside case—fitted with special dust-excluding arrangement and attached to the carrier by means of steel clips.

And the many other models you will find in the BROOKS BOOK (Motor Cyclist's edition).

Let us send copy.

J. B. BROOKS & Co., Ltd.,
49, Criterion Works, Birmingham.

Note that a full range of the BROOKS Bags may be seen at our

LONDON SHOWROOMS:

11, Grape Street, Shaftesbury Avenue, W.C.
(Oxford Street end.)



Bp650
Reg. No.
538,203.

NEW-HUDSON

3-SPEED

MOTOR CYCLES

THE NEW-HUDSON 3-SPEED—the pioneer of variable geared Motor Cycles—is unrivalled for efficient Touring or Side-car service; there is no better or more serviceable machine. Its advantages have met with world-wide appreciation, and its popularity increases day by day, because of its exceptional utility and unequalled hill-climbing capacity.

POWERFUL—SPEEDY—DEPENDABLE
ITS STRIKING SUCCESSES IN COMPETITIVE TESTS ARE INDICATIVE OF THAT PERFECT CONSTRUCTION ESSENTIAL TO EFFICIENCY AND RELIABILITY



The Armstrong 3-Speed Gear and Clutch make it the best hill-climber under any conditions and enable the rider to start his machine while seated in the saddle with the driving wheel on the ground.

"For the average man and the average machine, it seems now proved that a gear comprising three speeds is desirable."

SCOTTISH CYCLIST.

WORKS: PARADE MILLS,
BIRMINGHAM.

LONDON: 43, GRAY'S INN ROAD,
HOLBORN.

MANCHESTER: 205 and 245, Deansgate.

LIVERPOOL: 31, Renshaw Street.

BELFAST: 108, Ann Street.

DUBLIN: 29, Bachelor's Walk.

PARIS: Société Française 8, Rue de Sablonville, Neuilly.

JOHANNESBURG: Hargreaves & Co.,
37, Von Brandis Street.

CALCUTTA: National Motor Co., Ltd.,
294, Bowbazar Street.

MELBOURNE: Acme Cycle Co., 335,
Lonsdale Street.

CAPE TOWN: New-Hudson South
Africa, Ltd., Corner of Strand
Street.

DURBAN: Warden and Hotchkiss,
Ltd., 339, West Street.

SYDNEY, N.E.W.: Bennett & Barkell,
Ltd., 130, Castlereagh Street.

DUNEDIN, N.Z.: Scott and Sons, 183,
George Street.

WELLINGTON, N.Z.: Magnus, Sanderson, and Co., Ltd., 69, Cuba
Street.

CATALOGUE
FREE ON
REQUEST.

SELFRIIDGE'S

Selfridge & Co., Ltd.,

Oxford Street, London, W.

FOR MOTOR NOVELTIES AND ACCESSORIES



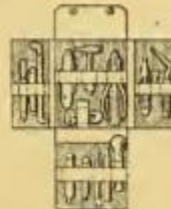
Motor Cycle Watch, strongly made, in nickel case.....4/3



Spore Box or Tube Case. In solid leather, 2 1/2 ins. diameter, 3 1/2 ins. deep.....5/-
Larger size to take both spore tube and left, 3 1/2 ins. diameter, 3 1/2 ins. deep. With division inside.....6/3



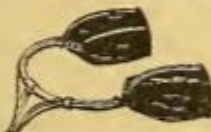
The "Nile" Motor Cycle Watch, in dust and water proof nickel case. Guaranteed for 12 months.....12/6



Motor Cyclist's Test Kit, best quality saddle leather case, containing 16 tools.....10/6



Repairite. A portable light for use on the road. Can be fitted to any ordinary generator and picks up easily in a flat circular tin.....1/9



Motor Cyclist's Hand Protectors, will support and soothe. Covers all bones, but does not interfere with free action to them. In black waterproof, lined grey cloth, pair 9/6. In best black waterproof, lined 1 mm, pair 15/6. In tan leather with speed, hand bar, pair 22/6



"Agnes" Motor Cycle Head Lamp, fitted with genuine. Multiple lens, mirror, reflector, and Ray's Road burner. Diameter of beam 10 ins.....12/9. Generator.....7/9 and 15/6



The "Agnes" Cutter, clips into the head of the rim. It is correctly mounted and heavily rubbered. One of the most necessary and valuable spurs. To fit 1, 2, and 3 ins. tyre.....2/-



Jack for Sidescar. Very light in weight, and convenient for travelling as it takes up very little space.....3/6



Motor Cyclist's Cap, is decorated with a specially made elastic round the bottom, which can be tightened or made loose at will. It is absolutely waterproof and about the lightest cap made. Can be worn as an ordinary cap or as illustrated.....6/6

"Flax" Motor Cycle Watch, high quality finish, in dustproof nickel case. Guaranteed for 12 months.....3/6



Motor Cycle Wax Spanner Set. Set of three spanners with Tommy and screwdriver.....1/6. Picking case (as shown) 9d. extra



The Eagle Mascot, in nickel finish: will fit the majority of handle bars.....3/11

MOTOR CYCLES & SIDECARS

We are prepared to supply any make of Motor Cycle or Sidecar on the most

EASY TERMS OF DEFERRED PAYMENT.

The interest is charged on balance only, after a deposit of 20% is paid. The rate of interest is from 2 1/2%. Packing and crates free.

We are so very busy booking orders for 1913 models that you will benefit greatly by making early application. Call or write for particulars.

We pay carriage throughout the United Kingdom.



The Bull Mascot: will fit 1 and 1 1/2 ins. handle. Nickel finish.....5/6

Confession time: I

would really like that cool eagle mascot (bottom left) on the handlebars of my Beeza M21 but look uncannily like the fat imp mascot (bottom right).

...and back in the US of A...



Herewith are shown two men who find a motorcycle indispensable in their public work. On the right is Carl Green, Physical Director of the Y. M. C. A. of Dayton, O., and on the left is Elmer H. Gress, Supervisor of Public Playgrounds for the City of Dayton. It is a significant fact that after trying nearly every make of motorcycle these public servants finally chose and will continue to ride

THE FLYING MERKEL

There is an excellent reason for the popularity of the Flying Merkel Motorcycle in municipal work. The long-stroke full-ball-bearing motor makes the most flexible power plant ever produced for a motorcycle. For 13 years the Flying Merkel has been popularly known as the "everlasting motor." The exclusive spring frame makes it the world's most comfortable motorcycle.

The year 1913 will see more and more Flying Merkels in municipal service. Do you know that the Flying Merkel is the only motorcycle in the world fitted with a Self-Starter and Two-Speed Gear. This feature alone makes it the most efficient motorcycle for police work. Write today for descriptive art catalog just off the press.

The **Miami Cycle & Mfg. Co.**
523 Hanover Street
MIDDLETOWN, OHIO
FOUNDED 1900

POPE QUALITY HAS NEVER BEEN QUESTIONED

After you have satisfied yourself that the

POPE MOTOR CYCLE

*has no superior
for all-round use*

Consider the Price **\$165**
with Imported Magneto

**LIGHT, SILENT
RELIABLE**



Without the unequalled equipment of our great bicycle works, our automobile factories, their enormous scale of purchases, and their engineers, working together, the low price of this motor cycle would be impossible.

CATALOGS **FREE**, ON REQUEST.
MOTOR CYCLE CAT. C. BICYCLE CAT. #25.
THE POPE MFG. CO., HARTFORD, CONN. U.S.A.

35 YEARS' EXPERIENCE IN THE MANUFACTURE OF HIGHEST GRADE MECHANICAL VEHICLES

POPE QUALITY HAS NEVER BEEN QUESTIONED

After you have satisfied yourself that the

POPE MOTOR CYCLE
*has no superior
for all-round use*

Consider the Price **\$165**
with Imported Magneto

1912 LIGHT, SILENT. RELIABLE

**Catalogs FREE
on Request.**

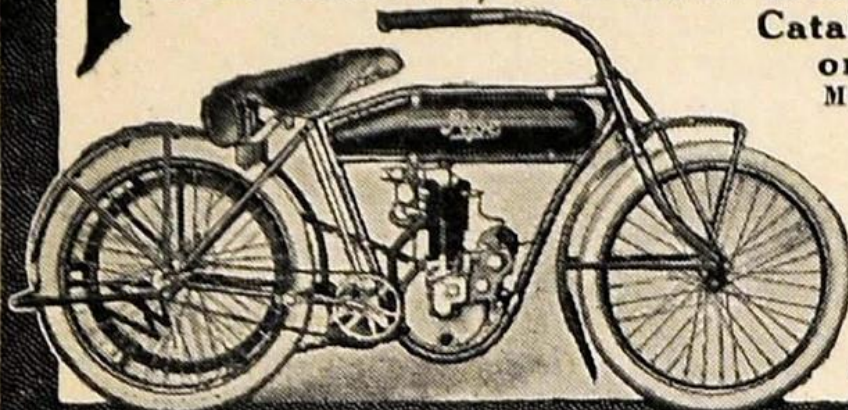
**MOTOR CYCLE
CAT. E
BICYCLE
CAT. 27**

**THE POPE
MFG. CO.**

504

**Capitol Av.
Hartford,**

Conn., U. S. A



35 YEARS BUILDING HIGHEST GRADE MECHANICAL VEHICLES

Get An American Motorcycle At Wholesale Agent's Price

\$139.⁶⁵

Here's your special opportunity to make a big saving and at the same time secure for yourself absolutely the best Motorcycle or Bicycle ever put together. Hand made—of highest grade materials and with its own exclusive features for your comfort and enjoyment. You can secure one—either Motorcycle or Bicycle—at present rock-bottom wholesale factory price.



NOW-A-DAYS the only motorcycles or bicycles you can buy, except those made by me, are slapped together with automatic machinery—made for quick, cheap production, but for short, expensive use. Because I have my own expert mechanics make every one of my Motorcycles and Bicycles entirely by hand, I can and do guarantee them to you longer than any other manufacturer would dare to guarantee theirs. When I guarantee each and every one of my Motorcycles three times longer than others—and my Bicycle for life—you can know that I am not taking any risk of turning out a single machine that will "fall down" on you and so come back on me. I couldn't afford to—for my prices are so low that I have simply got to give absolute satisfaction to every purchaser in order to make a bare profit. In addition to making my Motorcycles and Bicycles by hand, just as they were ten and fifteen years ago, in the days of highest prices, and good bicycles, I sell you my Motorcycles at but little more than you have formerly paid for bicycles—and my Bicycle prices are correspondingly low. You are guaranteed, at these most remarkably low prices, the biggest values obtainable by human skill and manufacturing science in

AMERICAN Motorcycles and Bicycles

Don't confuse these machines with the "cheap" offerings of mail order houses. When a man buys that kind of a machine he gets what he pays for—a cheap piece, a cheap machine. The low price on American Motorcycles and Bicycles is not because of low manufacturing costs, as is true of all other machines sold at prices anywhere near as low as mine—but because I sell and ship direct to you from my factory floors. No person—no concern—makes a cent of selling or storage or distributing profit on one of my machines. I sell you at wholesale manufacturing price—and if you know how big retail and mail-order profits are, you would quickly know just why and how my methods effect these big savings for you.

This Big Value for \$139.65 Illustrates the Savings I Offer You

Take my \$400 Horse Power Motorcycle, Model 12, spring frame of genuine, seamless, cold drawn steel, flat belt and roller silent, safe, powerful ball-bearing motor; cylinders cast complete in one piece of special gray iron and heavily coated; free engine; perfectly balanced fly-wheel, running slow-down to walking gear; pins, bearings, gears and all parts made of ground, tempered steel; every feature of same high quality, including complete equipment—only \$139.65. Yes! for full illustrations and description of this extraordinary \$139.65 Motorcycle—Model No. 12.

Get My Free 1912 Catalog

Illustrating all my Roadster and Tourist Motorcycle Models, with detailed descriptions, illustrations of all parts, and my wholesale prices to you. The prices quoted will apply on only one machine each purchase, strictly my agent's price, of which I offer you the benefit if you will write me at once. No company is the largest maker and distributor of motorcycles and bicycles in the world. The American Motorcycle has won its tremendous popularity by such features as its Flat Belt and 2 to 1 Free Engine, and unexcelled control, its complete serviceability in every particular. You will be proud of your American Motorcycle, finished in gray enamel, painted in red. You will be happy, provide your health and save money in riding it. Write for our 1912 Motorcycle catalog.

My Bicycles are the Only Ones Made by the Same Methods Today as 15 Years Ago

\$18.⁸⁵



Hand made bicycles are the only flawless bicycles that can be produced. While competition has forced all other manufacturers to adopt machine construction for both frames and parts, I alone stick to the old method that made bicycles worth your money—good for a lifetime of wear. I guarantee every one of my American Bicycles to last for life. You can't wear one out, you can pass it along to your children. Every Bicycle I have ever made, and sold is in condition for service today—and I have been making Bicycles over twenty years. More improvements in bicycle manufacture have been originated by me and in my factory than anywhere else. I perfected the Coaster Brake—and this most perfectly balanced, quiet running, most powerful and yet lightest in weight Coaster Brake is to be found only on American Bicycles. No unsightly hole—no extra friction—no waste of power. It is just one of the exclusively superior features I offer you at factory prices. Though I have models selling very low, you cannot call them "cheap"—for I put my guarantee for life back of every Bicycle I make. You need only learn how American Bicycles are made, to marvel at their low prices. Write today for my free 1912 American Bicycle Catalog, illustrated and with complete descriptions—and I will send you my special list of Agent's Prices at which I will sell you any one of my Bicycles you select. Write today for this catalog and get my list of approved prices on all American Bicycles. When writing, state whether you are interested in Motorcycles or Bicycles.

How to Secure Your Motorcycle or Bicycle at a Big Reduction on Our Adv. Agent

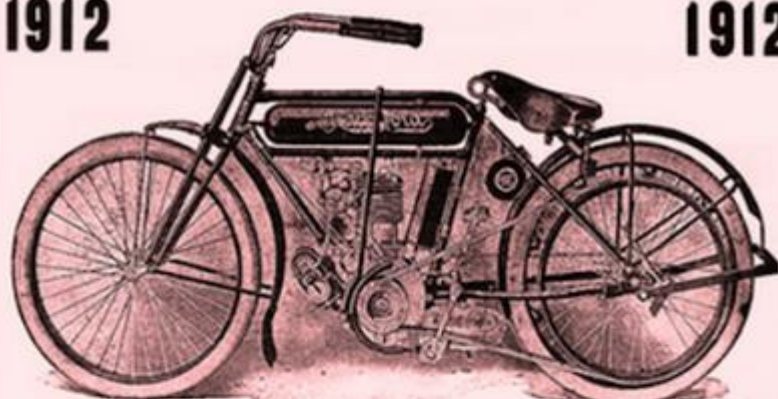
In each locality we want one Advertising Agent for American Motorcycles—and one for American Bicycles—to advertise our machines, riding them for regular business and pleasure use. Write us quick for full particulars of our Special Offer to Advertising Agents. Give best business references—or send deposit of \$20 as guarantee of good faith. Money returned if our offer is not accepted. Better send deposit to hold offer. Write today.

A. J. Musselman
President
American Bicycle Company
102 American Bldg., Chicago, Ill.

Please Mention Popular Mechanics

1912

1912



BIG

\$175

"4"

THE HAVERFORD

BOSCH MAGNETO and SCHEBLER CARBURETER

GREATER VALUE**1912****LOWER COST****SPECIAL FEATURES**

Upright Engine, Free-engine, Flat-belt idler, Bosch Magneto, Schebler Carbureter, Aluminum Crank Case, Roller Bearings, Studded Tires, 28 x 2½; Persons Champion Motorcycle Saddle, largest size made.

SURPRISES THE MOTORCYCLE WORLD

\$50 Worth Extra Equipment**\$10 Lower Cost****THIS MEANS**

A motorcycle guaranteed for good service. Beautiful in design, finish and workmanship; strong, speedy, powerful and dependable; up-to-date in every particular. Sold at a price no higher than that of a second hand machine.

Dealers: We have the liveliest kind of a selling proposition. Be wise and get in touch with us immediately. Our selling proposition helps you to win quick profits.

THE HAVERFORD CYCLE COMPANY

825-27-29 Arch St. and 411 Market St., PHILADELPHIA, PA.

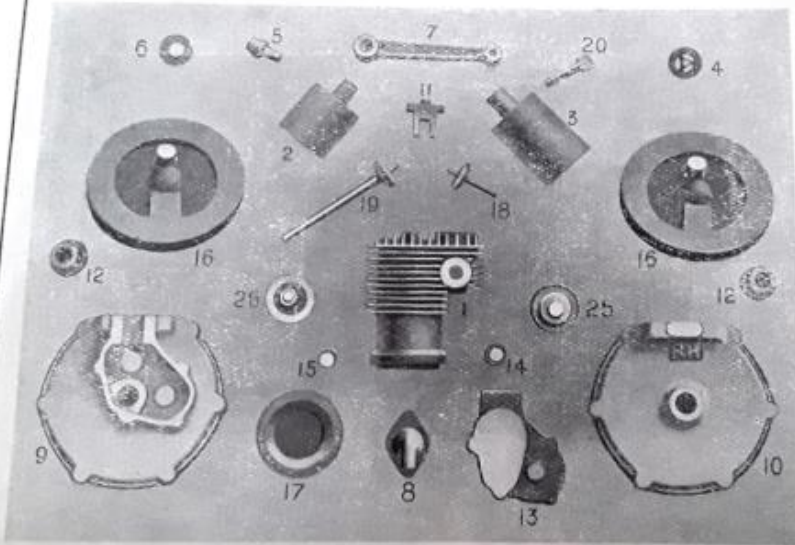
WASHINGTON, D. C.

BUFFALO, N. Y.

NEWARK, N. J.

ATLANTIC CITY, N. J.

Kindly always mention the paper when writing to advertisers.



BUILD YOUR OWN MOTOR CYCLE

We supply Sets of Castings, Forgings, &c., complete with Blue Prints.

Sets of Lugs to build Frames, or Complete Frames.

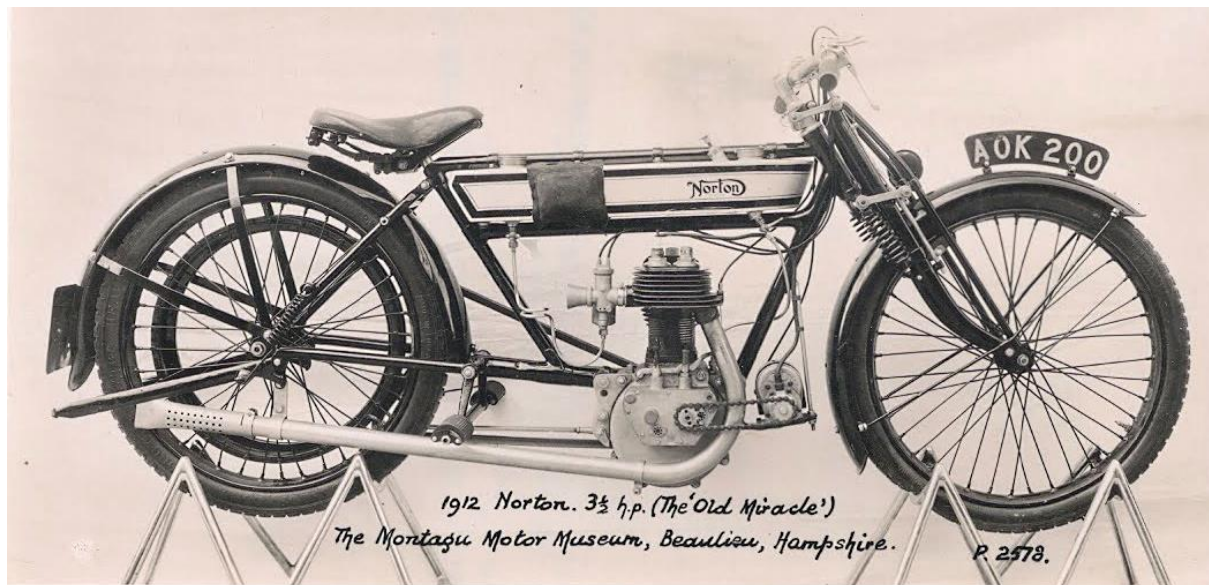
*LIST FREE ON
APPLICATION.*

ALFRED NOBLE & Co., Hill St., COVENTRY,

Manufacturers and Factors of Engines, Frames, Carburettors, Magnets, Wheels, Tyres, Hubs, Free Engine Devices, Speed Gears, &c., &c.

1913

NORTON WENT INTO voluntary liquidation, but James Norton teamed up with component supplier Bob Shelley to reform the firm as Norton Motors Ltd. Shelley's brother-in-law was one Dan O'Donovan who had ridden a Singer in the 1912 Junior TT; he switched to Norton and rescued a dismantled bike from the scrap heap—the very Norton Jack Emerson had ridden to such good effect the previous year. O'Donovan tuned the engine, went to Brooklands and broke four world records. His speeds for the 500cc flying five miles (71.54mph) and standing-start 10 miles (68.08mph) were also new 750cc records. Daniel O'Donovan proved to be such an effective tuner that he earned the nickname 'Wizard'. Within two months of that first record session, Norton had launched the 'Brooklands Special' at the London Show. Before delivery every example was guaranteed to have lapped Brooklands at over 65 mph. The chassis used for this job would be involved in a ridiculous number of world records, as we'll see next year; it became known as *Old Miracle*.

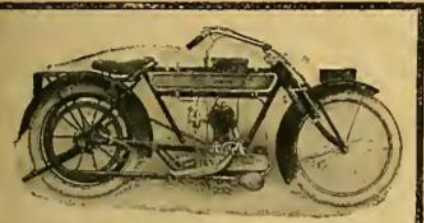


O'DONOVAN DID IT !
 ON THE UNAPPROACHABLE
NORTON
SMASHING NOT ONLY THE **3 $\frac{1}{2}$** BUT ALSO **6 H.P.** **RECORDS**

Flying 5 miles	.. .. .	71.54 m.p.h.
Standing 10 miles	.. .. .	68.08 m.p.h.

490 c.c. UNAPPROACHABLE. CLASSES C. & D.

NORTON MOTORS, Birmingham.



The advert says it all: Danny O'Donovan was well on his way to earning his sobriquet 'Wizard'.

FOLLOWING THE 1912 BOYCOTT when a number of manufacturers declined to enter trade riders the 1913 TT was well supported with 148 entrants. ACU secretary Tom Loughborough felt that the TT was no longer challenging enough for the ever evolving motor cycle. The Senior TT was therefore extended from six laps to seven and the Junior from five to six. However there was no doubt that the TT was already a strain on the riders—Frank Applebee took nearly four hours to win the 1912 Senior and some slower riders, who were in the saddle for much longer, finished the race on the point of collapse. With this in mind both races were split (this was also designed to test restarting from cold after the first day's exertions). Junior riders did two laps on the Wednesday morning, after which the bikes went into a parc ferme. The Senior riders did three laps.



Hugh Mason won the 1913 Junior aboard a JAP-powered NUT.

The riders had a day's rest and on the Friday everyone did four more laps to complete the races. Senior were identified by red waistcoats; Juniors wore blue. The 44 starters in the Junior TT were on 16 marques including, for the first time, Levis and Veloce. Douglas was favourite having taken the top two spots the previous year, but it wasn't to be. Despite spending most of the previous week in hospital following a crash during practice, Hugh Mason was first home on his NUT-JAP (with three-speed Armstrong transmission), setting a race record of 43.7mph with a fastest lap of 45.2mph. Runner up was Billy Newsome, winning a consolation prize for Douglas. HC Newman was third on an Ivey-Precision, followed by Norton tuning maestro Daniel 'Wizard' O'Donovan on an NSU. Last man home, more than an hour and a half behind the leader was Cyril Pullin (who went on to build some smashing bikes) aboard a Velocette—a marque which would win more than its share of Junior TT glory. No less than 97 bikes started in the Senior, representing 32 marques. Douglas failed to repeat its 1912 win; not so Scott. This time Tim Wood was the man on the winning two-stroke, and while he was a tad slower than Applebee's average



Tim Wood scored Scott's second consecutive Senior TT victory.

the previous year (48.2mph against 48.3sec) he did raise the lap record to 52.1mph. What's more Applebee was on course to take second spot on another Scott until he picked up a puncture on the last lap. That left AR Abbott (Rudge) as runner up. Rudge, too, could well have taken first and second—Frank Bateman crashed his Rudge following a puncture while leading the second leg. He died of his injuries which inevitably cast a pall over the TT as a whole. Reminding the Brits that the Indian tribe was still on the warpath following their 1911 hat-trick, AH Alexander and CB Franklin rode their Indians into 3rd and 4th position (Franklin had been runner up in 1911). They were followed home by J Cocker (Singer), T Sheard (Rudge), E Moxey (Zenith) S Garrett (Regal-Green), V Busby (Ariel) and N Brown (Indian). The last man to finish, in 30th place) was GG Boyton (Triumph); as in the Junior the gap between first and last was more than 90 minutes. The new manufacturers' prize went to Rover.



WF

Newsome rode his Douglas to second place in the Junior and in the Senior, it was reported: "He sustained a badly gashed tyre two miles from the depot; he walked and ran there, obtained a new cover, and ran and walked back, fitted the tyre and finished—enabling the Rover team to win the team prize."

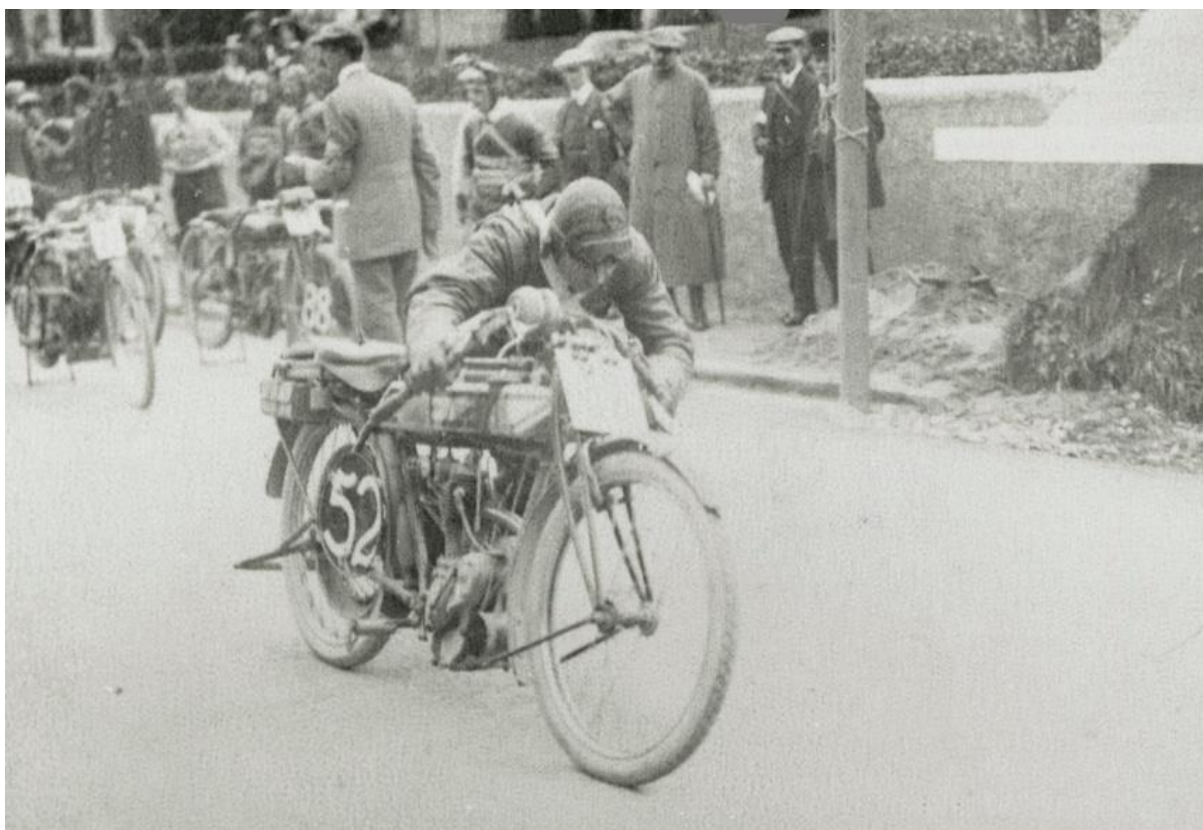


The startline had moved to Quarter Bridge.



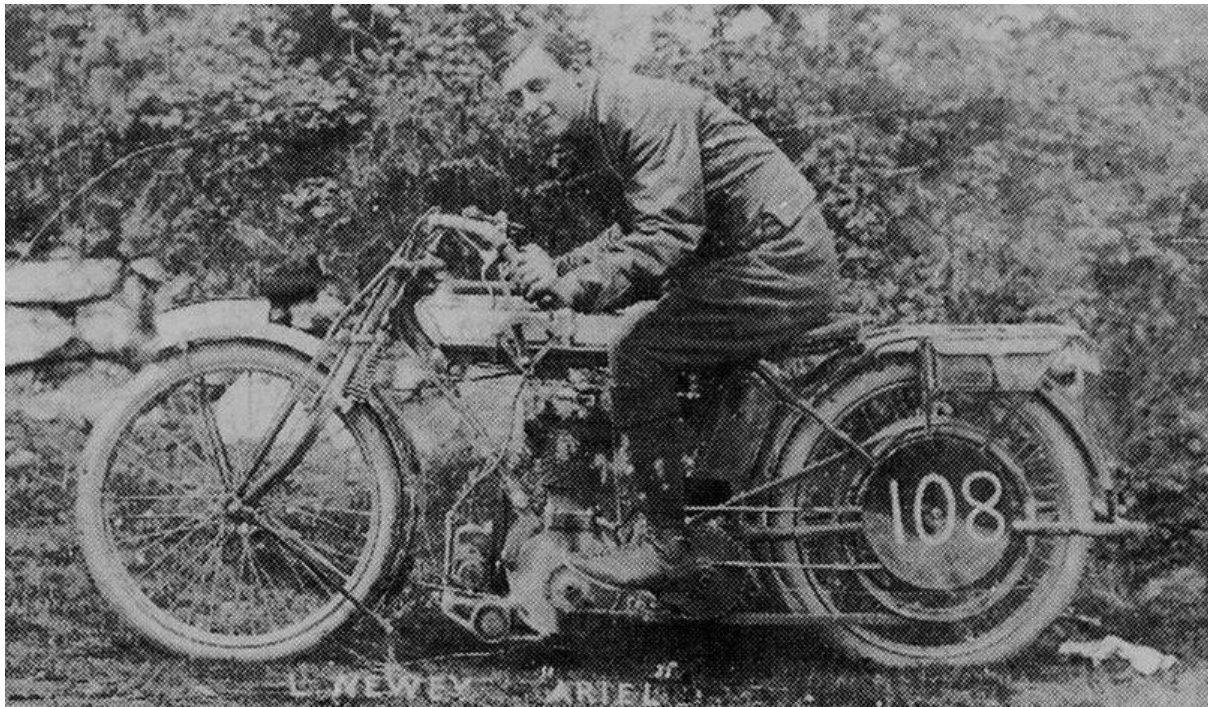
A rider briefing at the start of the second leg. .

FOLLOWING THE FATAL CRASH IN THE 1913 TT Ixion wrote (under the heading Slowing Down the Senior Tourist Trophy): "There is a vague but widespread impression that the race is becoming too dangerous, and that restrictions are desirable in the interests of safety." He examined various proposals designed to slow the race (notably reinstituting a fixed fuel allowance) and concluded: "If the danger has increased, the chief factors are surely as follows: closer racing; a larger entry; increased tyre strains. I cannot see that petrol restrictions will affect these points at all materially...The close racing cannot be avoided, nor would any sportsman wish to see it avoided. The large entry might be reduced by making the race an invitation affair [as had also been suggested]; this system would place the responsible officials in a very invidious position. Who is to decide whether any given individual is a qualified TT jockey? The TT is not on all fours with Brooklands, and some of the best track men are outclassed on the Manx course, while others, who have shone in the island, dislike Brooklands. Moreover, on any system of discriminating between entrants, both Bateman and Surridge, the only two men whose deaths were incurred through the TT, would certainly have been admitted because they were crack Brooklands jockeys...The increased tyre strains, to which the one fatality of 1913 and several of the minor accidents were directly due, will be much easier to deal with. We cannot ensure that the tyres employed shall be burst-proof, but we can make



Frank Bateman competed in the 1913 Senior TT. Here he is setting off on the second day of the race during which he was to crash on the hill coming down towards the Creg ny Baa. He succumbed to his injuries later the same day.

regulations as to tyre sizes and weights. If we compel entrants to use a really strong and heavy casing in conjunction with security bolts as suggested by *The Motor Cycle*, it will be to their own interest to fit the best. Alternatively, it would not be difficult to compel all riders who survive the first day's racing to fit new tubes and covers for the concluding laps...The end and conclusion of the whole matter is that motor cycle racing is a dangerous game, and that, whatever the regulations, and however careful the surveillance, there is bound to be a certain small percentage of serious accidents. The percentage is very little larger than that of hunting or football or push-bicycle racing or any other dangerous sport. Any motor cyclist who exceeds fifty miles an hour under any circumstances is taking his life in his hands, and complete safety is not practicable. The compulsory use of pneumatic helmets is certainly desirable. These notes are intended to show that there is no justification for panic, that the TT Races are about as safe as ever they were, and to indicate one or two directions in which the margin of safety might be fractionally increased."



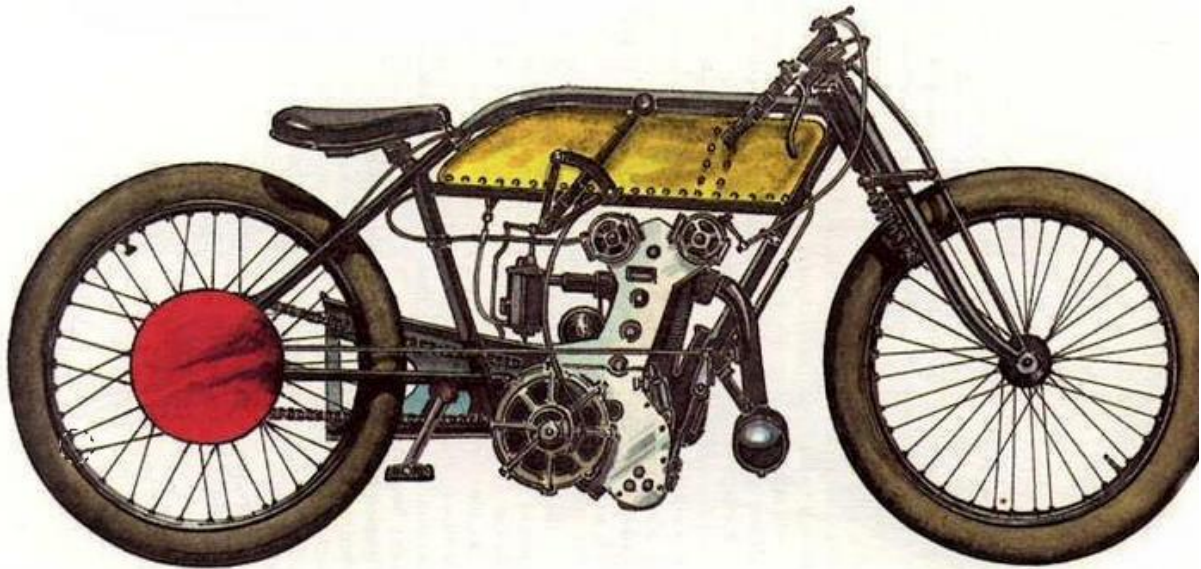
Despite suggestions that the TT was not tough enough to encourage the development of better bikes, L Newey (Ariel) was among the 62 Senior riders who failed to finish—only 30 completed the course.

CARBURETTOR MANUFACTURER Chas Binks wrote: “We sincerely hope that next year’s TT race will not be confined to speed test only, but that a very small proportion of the race, especially in the most dangerous portions, will be devoted to half a mile dead slow running without misfiring, with, say, half a dozen walking starts within this half mile. This would then show the buying public that a machine was not only exceedingly fast and reliable, but that it was capable of running really slowly without misfiring, and also capable of being started by pushing it along at a walking pace. If conditions such as these were imposed, the race would, in our opinion, be much more valuable from a buyer’s point of view.”

QD WHEELS WERE MAKING puncture repair less of a hassle (but it’s still a hassle).

X-RAYS WERE DISCOVERED. This was clearly A Good Thing for motorcyclists because they can reveal flaws in conrods as well as breaks in bones.

ROYAL ENFIELD INSTALLED a 340cc, ioe Motosacoche V-twin with trendsetting dry sump lubrication and a geared oil pump; the oil tank was a glass cylinder.



Peugeot launched a 500cc unit-construction dohc vertical twin with four valves per cylinder.

JAKE DE ROSIER HAD never fully recovered from the crash during the opening meeting on the LA Motordrome that had broken his femur in three places; soon after a third operation on the leg he died, aged 33. Many hundreds attended the funeral; work at Indian's Springfield factory ceased as the funeral procession passed by. On the same day Indian chief engineer Oscar Hedstrom retired suddenly dealing a serious blow to Indian's long-term racing prospects.

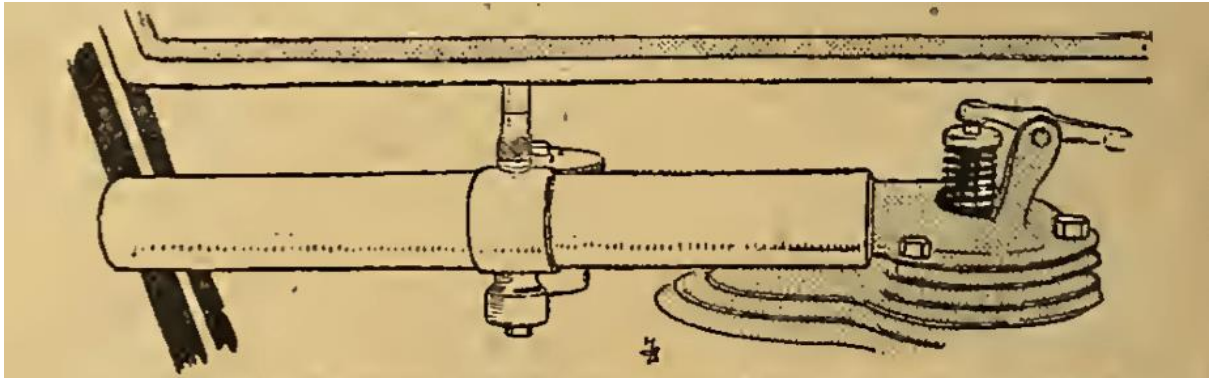
MAJOR RACES WERE also launched in India, South Africa and Australia as motorcycling flourished throughout the British Empire. The 400-mile South African even was over a rock-strewn 400-mile dirt track with two overnight stops. There were 63 starters, and only 10 finishers, led home by a Bradbury.

KENNETH HOLDEN, CHIEF tester at BSA, rode a 3½hp model into the record books by giving the newcomer its first win at Brooklands, averaging a creditable 60.75mph.

THE UK's FIRST roadside petrol pump opened, in Shrewsbury.

THE ACU HOSTED the first event to be staged under the aegis of the FICM: the International Six Days Reliability Trial, based in Carlisle. Even by the standards of the gruelling trials that had come before it, this one was a doozy; it would evolve into the ISDT. A trophy was donated by the British Cycle and Motorcycle Manufacturers and Traders Union; the Brits won it. [*There's a full report on the trial in the Features section.*]

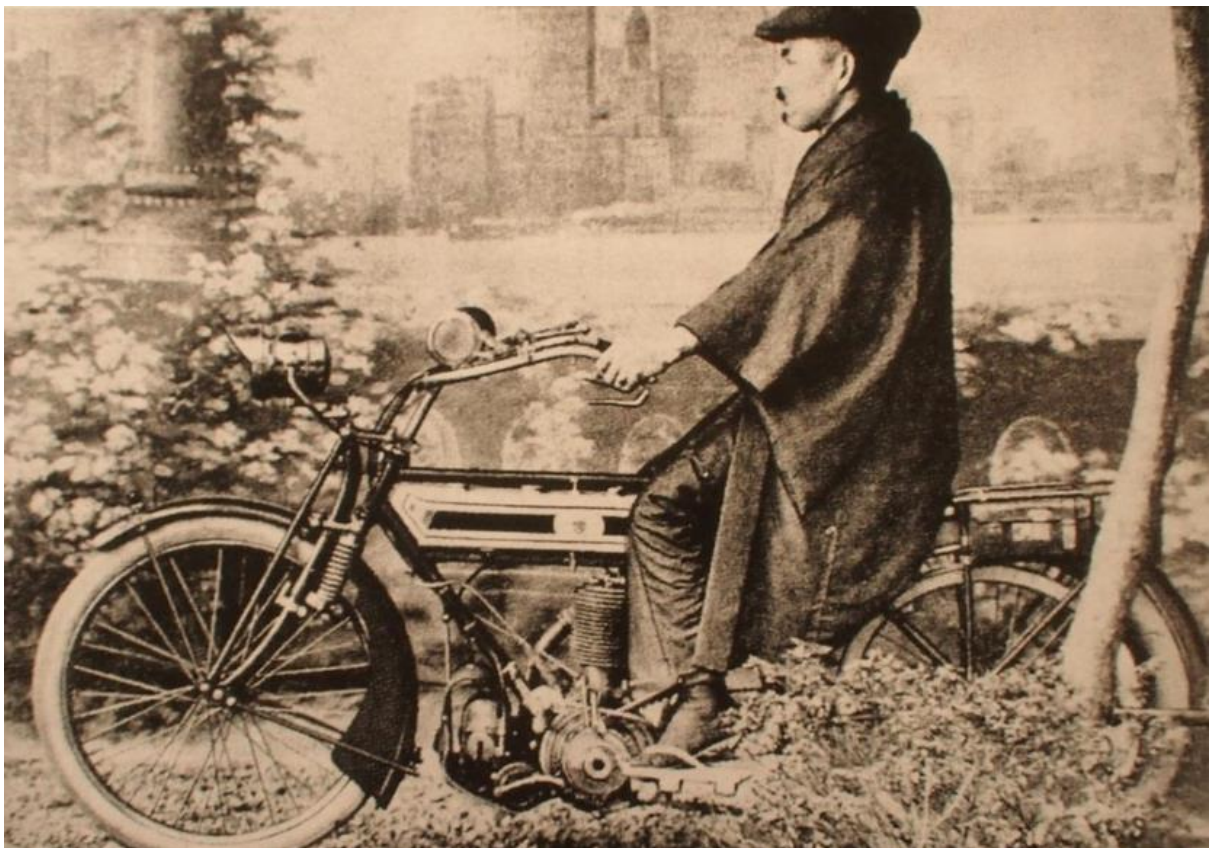
RUDGE FITTED TWO 500cc engines into a bike, which was said to travel at "great speed".



Rudge introduced a simple form of carburettor on its racers; in essence it comprised a straight-through pipe with a flat chamber.

“AFTER TESTS EXTENDING over some months the Italian Government have just placed an order for a large number of motor cycles for its army, Italian makes being the ones favoured. English carburettors, however, were preferred, the British-made Amac being specified.”

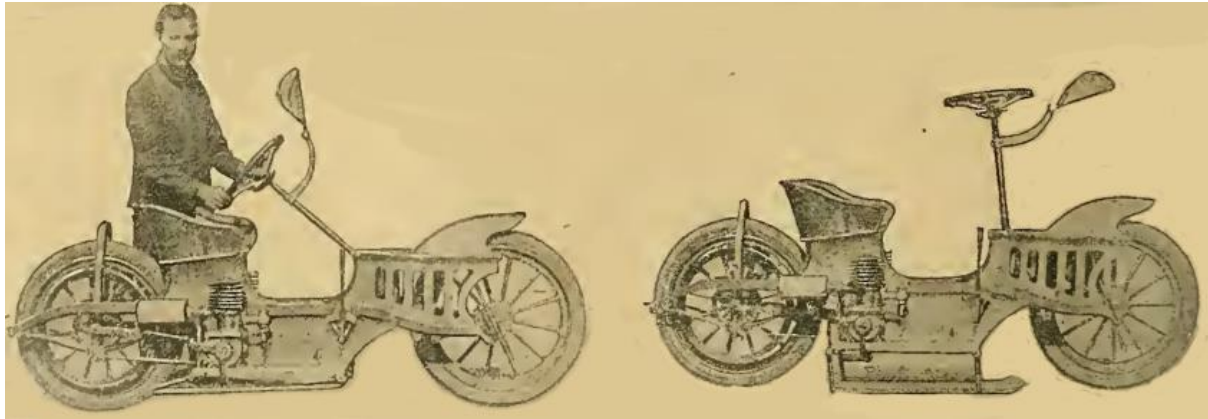
“THE PROPRIETORS OF Horlicks malted milk have just issued a set of most excellent motoring maps, scale twelve miles to the inch, of England and Wales, Scotland and Ireland...Each map will be sent to any motor cyclists who forwards 3d in stamps to Horlicks Malted Milk Co. Slough, Bucks.”



Miyata imported A Triumph, copied it and sold it in Japan (including a batch for the Tokyo

police) under its Asahi banner. And the first Japanese motorcycle race was held, on a horseracing track.

POSSIBLY INSPIRED BY the Militaire [featured in the 1910 listing] a Los Angeles enthusiast built himself a two-wheeled car with a steel frame, sprung fore and aft, hub-centre steering and a steering wheel complete with detachable windscreen. As the vehicle came to a halt skids lowered on either side of the body to support it, the rider raised them by pressing on the steering wheel. Power from a brace of 347cc two-stroke engines was transmitted via a multiple-disc clutch and two-speed gear.



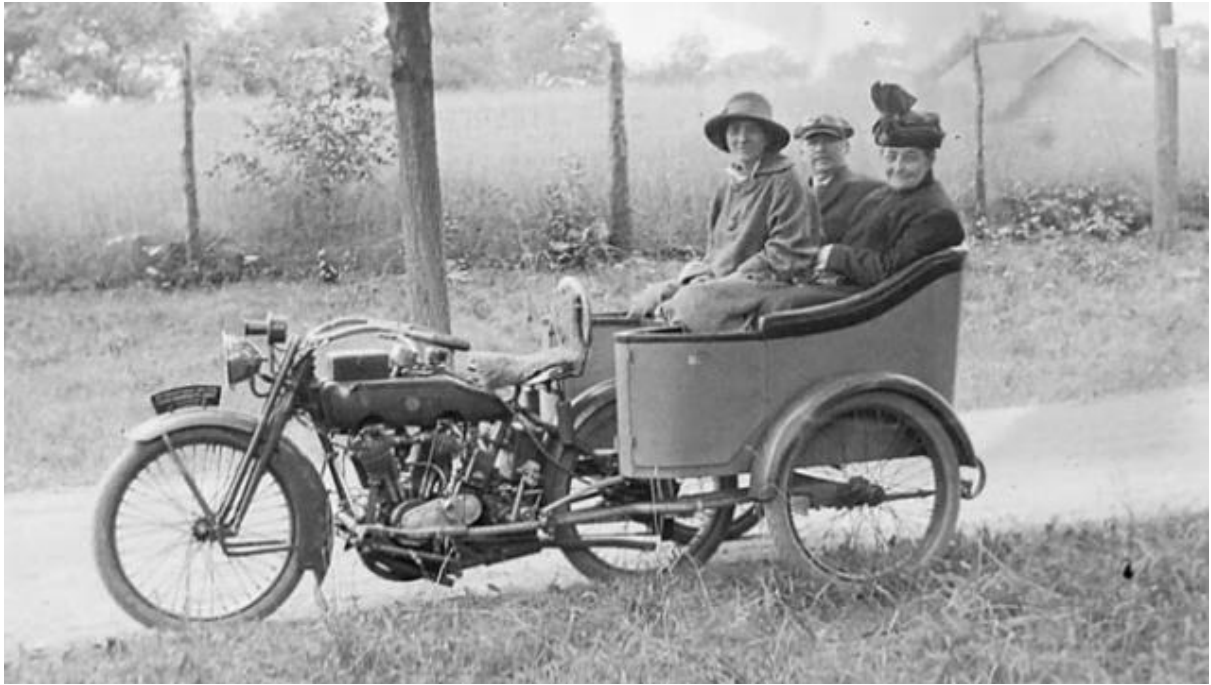
This impressive twin-engined special does look like it was inspired by the 1910 Militaire, DETROIT GAVE BIRTH to its first V8. Why is that relevant to motorcycles? Because the 90° water-cooled 6.3-litre, 45hp monster was a motorcycle...sort of. Built for media mogul James Scripps-Booth, the Scripps-Booth Bi-Autogo weighed 3,200lbs. It rode on 37in wooden wagon wheels with retractable stabiliser wheels and, with a wheelbase of 11ft 3in, was longer than a contemporary Cadillac. The Blue 'Un's correspondent 'Sparks' was not unimpressed: "On the principle of a car having four wheels, and a motor cycle two, and furthermore as no ridiculous and arbitrary weight limit is fixed to hinder the efforts of designers of motor cycles, we feel we are in order in claiming the 'Biautogo' as a motor cycle, and we hail the arrival of this newest infant to our ranks with enthusiasm... Recognising that a running start might prove a little fatiguing to all but the most robust, for the 'Biautogo' weighs a trifle of 28cwt, the designer has thoughtfully provided balance wheels which are let down from the driver's seat, by means of which the machine is kept on an even keel, what time the engine is started. The driver then takes his seat in front of his passengers, for the machine is considered up to the task of taking three persons in all, and lets in his clutch and sails away. On attaining a speed of 20mph the side anchors are hauled up and the craft left to balance itself. The sensation of a skid we leave to the imagination of our readers, but we feel rather unhappy at the thought of the control. On a four-cylinder motor cycle well-known in England it was found advisable to substitute handle-bars for wheel steering, and if this course were pursued on the 'Biautogo' we think the maker would produce a very racy and powerful little mount. To the *diletante* in engineering the study of this machine repays attention.

The details are beautifully carried out, and the whole construction reflects credit on the designer and maker. But whether the vehicle can be taken seriously as a roadworthy machine remains to be proved.”



This is another (almost) single-track car, also a one-off, but on a rather different scale.

THE CYGNET REAR CAR Company's business plan was simple: provide a form of transportation that was cheaper to own than a car, but carried more passengers or equipment than a motorcycle. They claimed that their "rear cars" could be removed in 30 seconds, allowing the owner to switch back to a standard motorcycle with ease. Cygnet rear cars were attached to Harley-Davidsons and Indians.



The Cygnet 'rear car' converted a bike into a mechanised horse and buggy.

THE THIRD INTERNATIONAL Road Congress was held in London. Professor Adshead of Liverpool University proposed that new main roads should pass outside rather than through towns; gradients should be limited to 5%; bends should offer an unobstructed view of at least 100 yards; main 'traffic roads' should be designed so that fast and slow traffic could "proceed without intermixing"; for strategic planning a central state authority should supervise local authorities. John Brodie, chief engineer of Liverpool, suggested that away from buildings roads should be built at least 120ft wide.



“A distinctive Bat-JAP sidecar combination owned by a Beckenham reader. The disc wheels and the projectile sidecar body are very striking, whilst the method of carrying a spare cover is very neat. The sidecar, it may be added, was home made.” In the days of wickerwork sidecars this was clearly state of the art. But if you look near the bottom of the 1912 listing you’ll find pictures of the radical Gloria sidecar that clearly inspired it.

“THE OTHER DAY AN Uxbridge resident who had bought a cheap motor bicycle redesigned the frame and fitted an engine in a workshop adjoining an hotel yard. When the alterations were complete he tried the machine in the yard at a time when a local taxation licence officer was passing. The latter asked the owner if he had paid the £1 tax, which the latter said, of course, he had not, and there were not even numbers on the motor cycle. Shortly afterwards the owner received summonses for not taking out the local taxation licence and for riding an unlicensed machine. Fortunately, he was defended by the Auto Cycle Union, and the magistrates dismissed the case.

“THE NIGHT WAS cool ind dull, and the crowd excited and bright” as 40 worthies started the Mersey MC’s Liverpool-Edinburgh-Liverpool trial...”The first mishap was past Garstang, about forty miles from the start, when HW Coopland (Indian sidecar) went too fast round a corner, ran into a hedge, twisted his frame, and had to retire. He says he was following the curve of the telegraph wires and poles, as it was too dark to see the curve of the road property. At this spot the wires took a ‘short cut’ in place of following the road...While we were having supper at Kendal it commenced to rain, and this continued all the way to Edinburgh, making it unpleasant and greasy...Dr Montgomery turned his 8hp Morgan upside down at Longton and smashed a wheel...W Davis, on the

smallest machine in the trial, a 2½hp Victoria, hit a cow on the nose with his shoulder without coming off. WE Smith (4hp Hobart) had his exhaust lifter wire pull out of the nipple, and to start had to put a washer between the tappet and valve eachtime. So he fastened the washer on a wire and pulled it clear after it had acted as a decompressor...We heard a rumour that LV Barton (6hp Rex) returned without any piston rings and on two borrowed covers... AC Naylor (2¾hp Douglas), near Penrith, in avoiding another competitor, was run into by WH Youd. M Rimmer (3½hp Zenith) had four punctures, and his butted tubes rubbed their butts off...of the 20 singles to start 11 gained gold medals and six silver. Of the 16 sidecais five obtained gold medals and three silver.”



First man home was SW Carty (3½hp Ariel). He's pictured in front of NH Brown's 7hp Indian (second bike home) having tea near the finish.

“WE NOTICE WITH REGRET a growing tendency, on the part of some few competitors in motor cycle competitions, to indulge in unsportsmanlike grumbles whenever they fail to win. Now, in our opinion, one of the great advantages of sport, in the best sense, as practised in this country, is that a man learns to lose like a gentleman, and a true sportsman would rather lose a good game than win by any means which can be described as ‘not cricket’; it is, therefore, hard to comprehend the moral outlook of the man who claims to have made a non-stop when such is not the case. We hope that there are not many such, but we are afraid that numerous riders allow themselves to make criticisms and complaints of trivial happenings when they are unsuccessful...Quite recently a writer accused the observers in a certain trial of unfairness—not to say dishonesty. (We think of having a wpb of large size for

communications of this sort and a bonfire every other day.) Such an accusation is, of course, preposterous...A man should win if he can, of course by fair means, and leave no stone unturned to secure the best possible result; but if he is beaten—it may be by bad luck—he should take his beating like a Briton and not indulge in petty and unsportsmanlike recriminations.”



“H Meyer, Editor of a Dutch motor cycle paper, on his 2 $\frac{3}{4}$ hp twin Humber. He won the Vermell metal offered by the Territorials in a 50 miles cross-country ride for military motor cyclists last month. There were 46 competitors. Queen Welhelmina and the Prince Consort witnessed part of the contest.”

“MY ANNUAL TOSS: Like many motor cycling journalists,” Ixion wrote, “I reckon to It generally comes during one’s work on the big reliability trials. If you have to watch 100 riders climb a test hill, and then overhaul the field again before the afternoon test hill, you have to keep up a high average speed over roads which are generally dangerous and often unknown. One or two skids or mistakes at blind corners are probable in a season’s work. However, my first good tumble this year was unconnected with my work. I was ‘scrapping’ merrily along at 45mph as a private individual when a bolting horse, frightened by a steam mowing machine, compelled a lightning brake

stoppage, and a loose road, producing a dry skid of the lurid order, completed my discomfiture. I picked myself up ruefully, and thanked the providence which watches over us mad motor cyclists for reserving the 'ard 'igh road for my machine, and depositing me gently on some softish turf. The peculiar thing about my small injuries was that my Burberry overalls emerged scathless, but my tweeds and underclothing were almost as badly cut as my cuticle. My right boot was minus any heel, and my lamp and footrests were in a parlous condition...When you perceive that a tumble is inevitable, tuck your head into your stomach, let yourself curl up into a ball, and roll. To stiffen yourself and throw out your arms is to ask for concussion and fractures."

"SPECIAL ROAD NOTICE: THE AA has been asked to lend its assistance towards inducing motorists to moderate their speed when passing Dringhouses on the York to Tadcaster Road). The local authorities are now prosecuting for driving to the danger of the public, and the resulting fines are invariably heavy. To make matters worse, the residents are irritated against motorists, who have killed valuable dogs and driven on without stopping...In many parts of the country the police are not hostile to motor traffic unless compelled to be so by the rashness of the drivers themselves. Riders of a certain class—about 1% of the whole, we imagine—do more to prejudice the interests of motorists than the remaining 99%."

"THE INFLUENCE OF racing is seen in many ways beyond the question of engine design being affected. One of the most notable departures from long accepted ideas is to be seen in the gradual disappearance of the old-fashioned up-swept and back-swept handle-bars, giving 'an easy and graceful riding position', as the catalogues used to put it so nicely. As a matter of fact, they did give neither, and it was very noticeable last year in the Six Days' Trials to see the large numbers of riders, both private and trade, whose machines were fitted with handle-bars of a wide and almost flat pattern. The hardened tourist and long distance rider will know that this is the most useful and comfortable design, and there is more than mere speed in the TT models listed by so many makers that is attractive. There is also a deal of comfort for long-distance work. The exact width and height of such bars is a matter for the rider, but generally speaking about 24in wide and the grips an inch or two higher than the peak of the saddle is a good average position."



Here's a pic to make you smile—an English rider, seemingly overcome with emotion as he is congratulated at the end of a hard fought race (in this case the Circuit du Mans)—usual apologies for my translation of the original French caption: “The International Motorcycle Cup was won by Woodhouse (Clément) who managed to cover the 324km course in 3hr 47min 52sec—an incredible 87km/h (he ran on Dunlop tyres). “

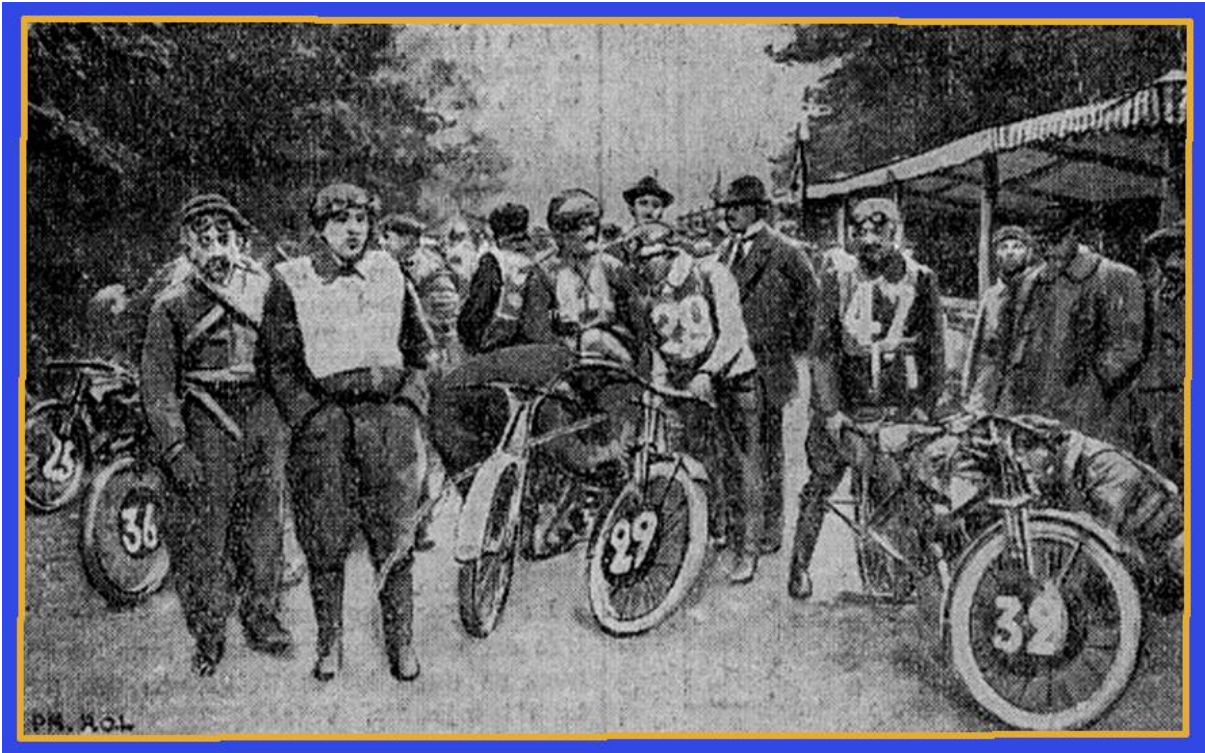


Also at Mans: "Cuzeau at Ecommoy: Cuzeau (Terrot) finished 2nd behind Woodhouse in 4hr 13min 18sec in the 500ccc class. Guillereau, also on a Terrot, won the 350cc class (using Dunlop belts)." And while we're in France...



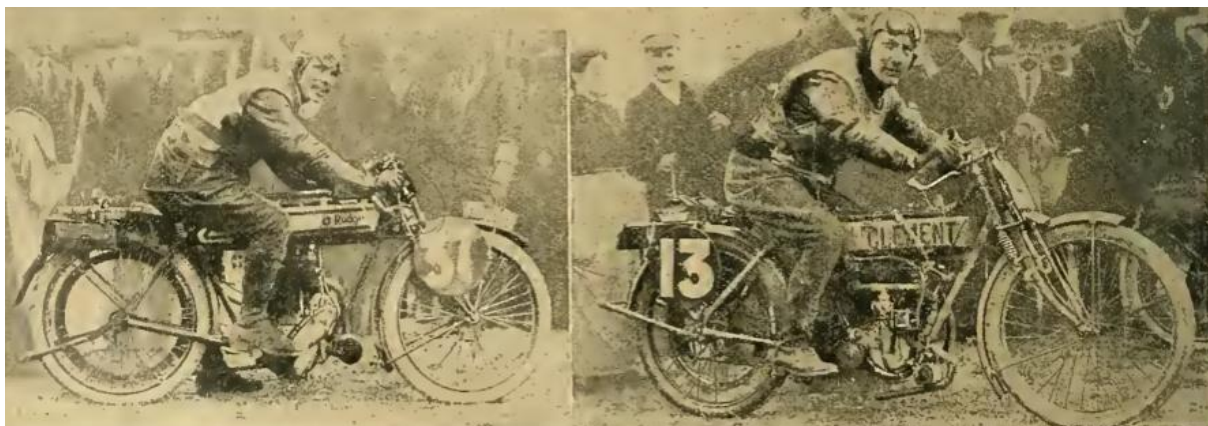
...and at the same meeting, there is a rider named Isodi on an immaculate Beeza.





“Au départ du Grand Prix de France Motocyclettes 1913, à Fontainebleu.”

THE INTRODUCTION TO *The Motor Cycle*'s report on the French Grand Prix, run on the Circuit de Fontainebleu, tells the whole story: “The feature of the day's racing was the overwhelming victory of the British machines and riders. In the 500cc class the success of our products was extraordinarily complete, the French only getting one machine home among the first eight. In the class for sidecars and cycle cars, a British victory was also achieved, while in the motor cycle class for machines not exceeding 350cc, Britain was fourth but the winning French machine in this class was ridden by an Englishman...Motor cycles, 20 laps=217.2 miles; sidecars and cycle cars, 15 laps=163 miles.” The report proper does give some insights into motor cycle sport Gallic style: “Racing is done thoroughly well in France. Several fields were specially chartered, in which were erected special lock-up cages for the machines, a telegraph office,



Left, 500cc French Grand Prix winner TE Greene (3½hp Rudge); and 350cc winner

Greame Fenton (2¾hp Clement). Fenton was popular with the crowd; he lived in France, his dad being a manager of the Clement-Gladiator Company.

telephones, tents, restaurants, lavatories, and four big stands. In front of the stands a special road of concrete surface had been made, and depots for replenishment arranged immediately in front. The chief trouble in the inspection of the motor cycles was the removal of cylinders to check bore and stroke...The competing machines looked a workmanlike lot, and gave promise of a good race...The French have clearly done us the compliment of following as far as possible the Auto Cycle Union system of organising the start of a motor cycle race. Each man wore a coloured waistcoat with his number on the back: England, green; France, blue; Switzerland, red. There was not quite the same perfect order as at Douglas, but the organisation was good...The cornering at each end of the connecting 'legs' of the course, which is cemented and banked slightly, was most interesting to watch. The interior is banked with a cinder heap of coal slack so that in case of accident practically no damage can ensue...During the racing several aeroplane pilots soared above the course, and executed some splendid flights. Rowlandson (Rudge) stopped several times owing to plug and valve troubles, while Lavanchy (whose splendidly running Motosacoche appeared to be bringing him to certain victory) suddenly developed valve gear trouble, and though he worked hard and long before the depots he ultimately had to



“Sproston (Clement), Ravelli (Premier, and Franquebalina (Teuot) racing past the grand stand.”

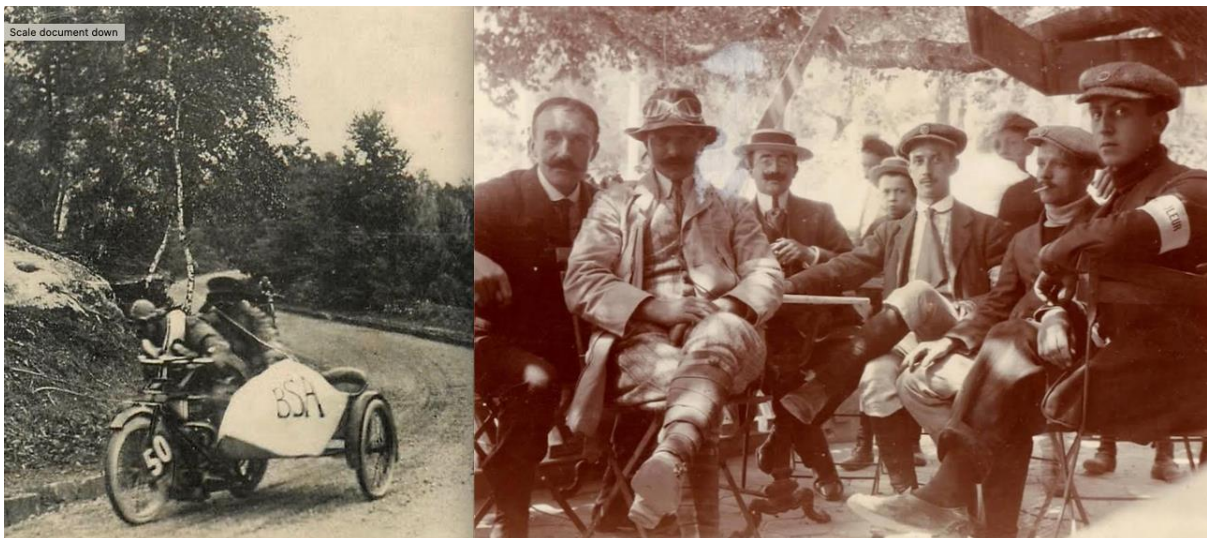
give up the race...Woodhouse (BSA), who was well up in the 16th lap, had to retire owing to a broken piston ring. Sproston's withdrawal was caused by a broken valve. The riders had not impressed the spectators by their speed capabilities, about a mile a minute seeming to represent the best top speed of any competitor, which is difficult to explain as the roads generally were excellent and quite straight, and owing to the absence of hills a high gear was used by most riders. Some put it down to the heat. It should be added that the 350cc machines were up to their usual form...The speed of the 350cc Clement was the talk of the day, and more than one quaked lest it should head the 500cc machines. The first five riders in order of speed were British.” In the 500cc class Green's Rudge was followed home by a Triumph, a Beeza, another Triumph, a Peugeot, another Beeza, two more Rudges, an NSU, a Griffon, another Triumph and a Zenith. So

in the top 12 finishers there were nine Brits, two French and one German. Pean's latest vertical twin Peugeot "was pulling splendidly" when its race was ended by a broken front wheel spindle. "Some of the French riders adopted queer attitudes—one foot on the pedal and one on the footrest was quite usual. They showed signs of excitement on the corners, when they often used their feet to brake instead of the brake pedal." PS: Freddie Barnes retired in the second lap; when his engine was stripped it was found that "some evilly-disposed person had wilfully wrecked his engine...the crank case was found to contain a quantity of clear sand, which had worked up and scored the cylinders very seriously. This kind of practice is, fortunately, practically extinct in these days, and it is regrettable to have to record such an instance at so important an event as the Grand Prix."



"JW

Woodhouse (BSA) overtaking Millaud (Motosacoche) at the right angle turn at Teezy."



Berger takes a corner at speed—the Frenchman was clearly not ashamed to be piloting a Beeza (Right) despite these formidable looking marshals the GP was marred by sabotage.



This fine study of Berger and his passenger reminds us that back the the day racing outfits and roadsters looked very much alike,



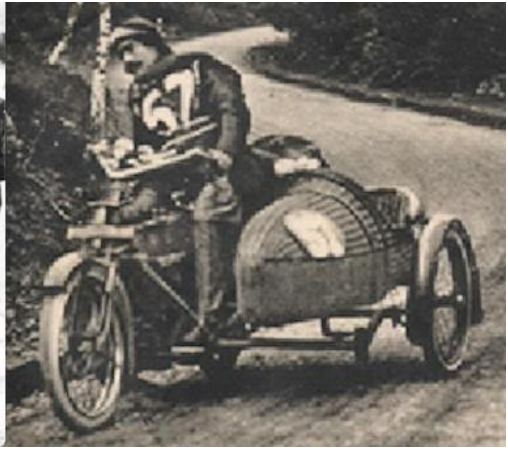
Delauné, pictured at the start with the sidecar class with the BSA outfit he rode to victory.



De Lavanchy (Motosacoche) won the 500cc class at a record speed of more than 75km/h...



...and was clearly delighted as he enjoyed a victory tipple.



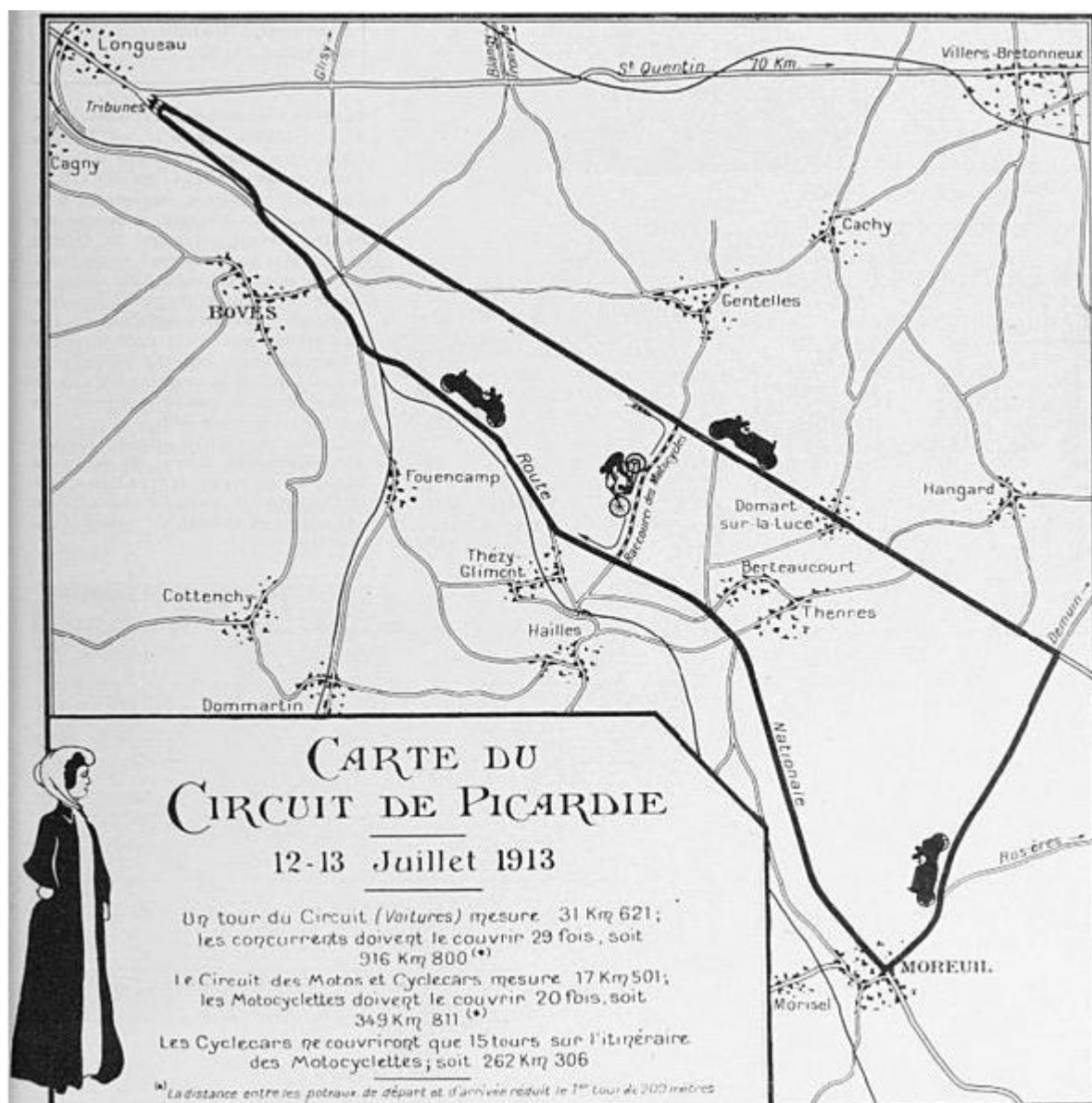
Vanella and his passenger look as businesslike as their 1,000cc Indian twin. (Right) Milland (Motosacoch) does his thing on the Circuit de Fontainbleu.



Meriot's Rene Gillet certainly looked fast but (Right) Davis with his diminutive 350cc Douglas combo won the class, to quote a contemporary French newspaper report: "battant des side-cars d'une puissance superieure". The Blue 'Un remarked: "When it is realised that the 2¾hp Douglas is not exactly a sidecar machine, and that this is the first occasion in which so small a sidecar combination has ever taken part in a long distance race, it must be acknowledged that the performance was a remarkably good one...Davis's wonderfully regular running throughout the long race evoked general comment among the spectators."



The Renee Gillet team, "De gauche à droite: Ruby, Meuriot, Charles Plaudet, Dubost."



Even the map of the circuit was enhanced by a touch of French style.

GRÂCE À MON BON AMI FANFAN, here are some more pics of the French Grand Prix from the French press complete with their original captions as well as my clumsy translations.



UN VIRAGE ÉMOUVANT

Le Grand Prix de France des motocyclettes et des side-cars disputé à Fontainebleau a remporté un très gros succès. De bout en bout la lutte fut très émouvante et permit d'assister à un magnifique spectacle.

“A thrilling corner: The French Grand Prix for solos and sidecar outfits held in Fontainebleau was a great success. From start to finish the racing was very exciting and provided a magnificent spectacle.”



Top: Péan at speed—The 450km course was covered in 6hr 21min 56.4sec by Lacroix, 1st, and in 6hr 39min 19.6sec by Pean, 2nd, both on Peugeots. Bottom: Refuelling Pean—Peugeot, following its successes in Paris-Nice, Paris-Le Havre and the Champagne GP etc, triumphed again in the French Grand Prix. Inset: Desvaux.



LaCroix on his Peugeot:

Peugeots finished 1st, 2nd and 4th in the 350cc class, ridden by Lacroix, Pean and Desvaux respectively.

FOLLOWING THE FRENCH Grand Prix a number of riders, including the Douglas, Triumph, Rudge and Humber teams, headed south for a race from Bilboa to San Sebastian and back. Once again the Brits did the business: "The hilly and winding course caused great trouble to the competitors, and falls were frequent. Nevertheless, British victories were again recorded, the result being that in the 350cc class Douglas machines scored a decisive victory, being first, second, and third. In the 500cc class the result was: 1, FA Applebee (Scott); 2, Torriegulta (Triumph); 3, TE Greene (Rudge)." The four 350s to complete the course comprised three Douglasses and a Forward; the first

three riders were a Scot and two Englishmen ahead of a Spaniard. The eight 500 finishers were led by a Scott followed by a Triumph, Rudge, Triumph, Indian, Scott, Rudge and Bat; an English riders were 1st, 4th, 5th and 6th with Spaniards 2nd, 7th and 8th and an Irishman 3rd.



AH Alexander

(Douglas) won the 350cc class of the 'Spanish TT'.



FA Applebee

(Scott) won the 500cc class.



Happy

Brits at the conclusion of the Spanish TT, which they dominated.

THE IRISH END-TO-END reliability trial, run by the Ulster Centre of the Motor Cycle Union of Ireland, was hit by vandals who dumped logs and rocks on the road near the start. Running at night a Bradbury combo suffered a damaged sidecar wheel; another Bradbury was stopped with a broken fork. Mooney (P&M) stayed to schedule despite 14 punctures; Farrell (Triumph) crashed but completed the run with a broken finger; many others dropped out with punctures, breakdowns or, in two cases, getting lost. Overall winner of the Palmer Tyre trophy was L Newey from Birmingham (3½hp Ariel); runner-up and winner of the Motor Trader's prize, J Thompson (Belfast, 3½hp BSA); 3rd and winner of the four guinea prize and special prize, H Gibson (Southport, 3½hp Bradbury combo); 4th and winner of the two guinea prize, T De la Hay (Stourbridge, 2¾hp Sunbeam); 5th, and winner of the one guinea prize, WJ Chambers (Belfast, 3½hp BSA). Sunbeam won the team prize.

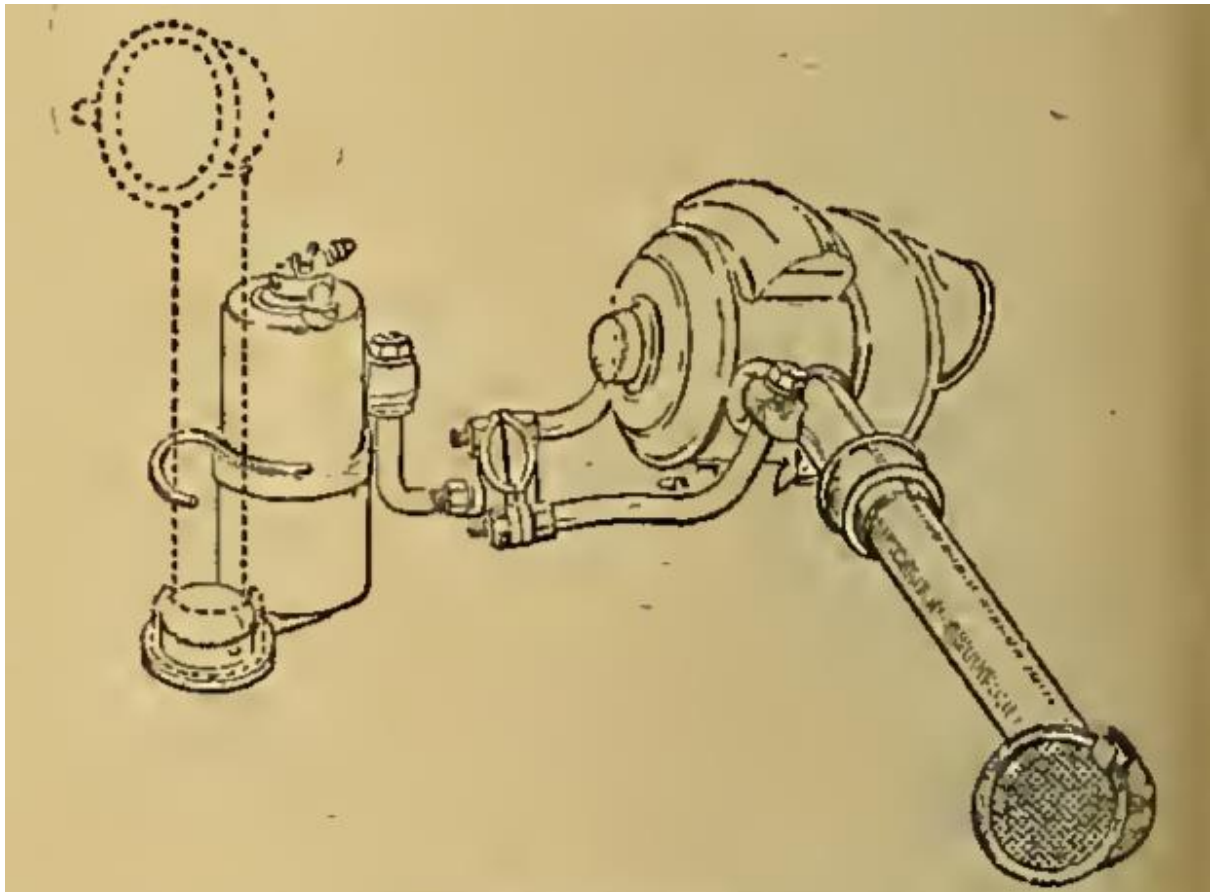


Competitors in the Irish End-to-End trial faced torrential rain and, at one point, a roadblock.

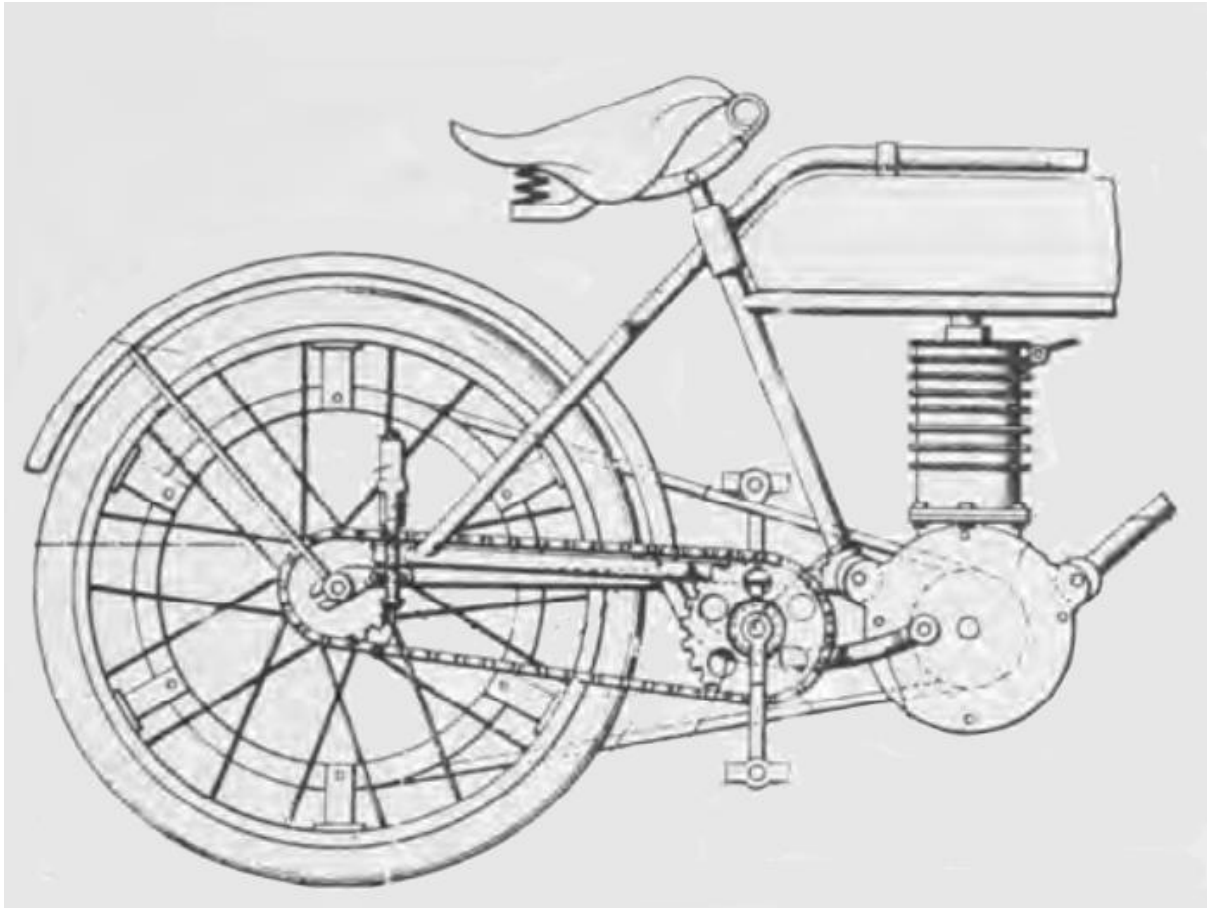


...Meanwhile, in the Malvern Hills, there was rather less drama at the Redditch MCC's Teme Valley Trial.

“QUITE EVIDENTLY SKEGNESS does not want motor cyclists, and it would appear that a set of laws, different from our usual code, prevails in that part of England for if the chairman of the local magistrates is correctly reported, he recently said, in fining two motor cyclists for dangerous driving, that ‘there was no denying the fact that, even when they kept to the letter of the law, motor cyclists were a public nuisance. They frightened horses and created a stink, and really they had no right to use the public highway at all.’ Well, we must be thankful to breathe at all after this!”



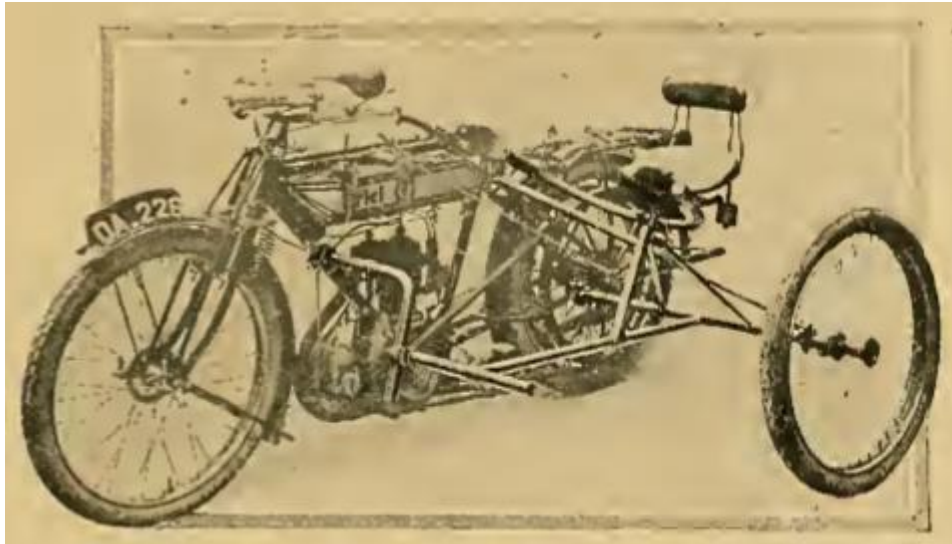
Priory Accessories of Coventry came up with a clever rear light or, more accurately, a rear facing light. It comprised a tube that could be clipped to the right of an existing headlight with a mirror and red lens to reflect red light to the rear. When not in use the tube was attached to the acetylene generator.



Daniel R Fisher of Taughannock Falls, NY patented a rear-suspension system comprising a second set of chain stays, the forward end of which pivoted on the back of the engine. The rear wheel was fitted to the back ends of the movable stay; the fixed and movable stays were connected by two cylinder fitted with coil springs. This, he claimed, “will be simple, strong, and durable in construction, efficient and reliable in operation, and which will not in any way interfere with the propelling mechanism of the motor.”

“THERE ARE MANY RIDERS at the present time who possess machines of $3\frac{1}{2}$ hp, or less, who would often be glad to take an occasional passenger, and who, wisely, do not care to use their carriers for the purpose or to attach a heavy sidecar to a lightweight or single-gear $3\frac{1}{2}$. To such as these the attachment manufactured by the Tennant Engineering Company of Birmingham will come as a solution to the puzzle. It consists of a strongly built sidecar chassis of somewhat special construction, on which is mounted, in lieu of the usual body, a large Brooks saddle with back rest; a pair of handlebars are clipped to the seat post and project in an inverted position on each side of the passenger. The complete sidecar, with quick detachable fittings, weighs less than 40lbs, and there is no heavy body to sway outwards and cause side pull...in the case of bad weather a waterproof sheet can be supplied at a small extra cost...The footboards are not shown in our photograph, but lie directly behind the front cross stay. Without saddle and handle-bars the machine weighs only 30lbs, and in this state can be used as

an outrigger to prevent skidding on greasy roads. There should be quite a future for the device, especially among the sporting brigade..."



More than 60

years after Tennant's lightweight outrigger a similar device was marketed to allow learner riders to beat the 125cc limit.

MOTOR CYCLES WERE evolving fast. "Success on an Old Machine: We learn that in our report of the Mersey Motor Club's twenty-four hours' trial to Edinburgh and back we should have stated that A Marston, who gained a silver medal, rode a 3½hp Triumph, 1910 pattern, fitted with a single gear."

THE MAKERS OF Robbialac enamel paint "which, if carefully applied, gives a result almost equal to stoving" invited enthusiasts to submit painted components for judging by the editors of the Blue 'Un and The Cycle and Motor Cycle Trader. The best examples won one of 10 three-speed 6hp Clyno combos.



The Paris-Nice 1,200km trial was established; it would evolve into a prestigious event.

“FIGHTING CONSUMPTION WITH Motor Cycles: As result of an experiment made in Wisconsin last summer by the Wisconsin Anti-tuberculosis Association, motor cycles are employed in that State to good advantage in the crusade against the Great White Plague. A rural campaign has been started by the use of a motor cycle which is perhaps the most novel venture of its kind ever attempted. Two health crusaders, a lecturer and an assistant, work together. They would compare with a knight and his squire of olden times, except that they both ride on one steed—a petrol-fed steed—and differ from the knight of old. in that they are independent of the hospitality of castles or monasteries, for they carry a complete camping equipment, and do their own cooking. The work consists of placarding the country with health signs and giving talks at creameries, country cross roads, and small villages.”



“The lecturers mounted on their Harley-Davidson machines. Note the amount of camping outfit on the carriers.”

“The Petrol Substitutes Joint Committee, which is composed of representatives from the RAC, the Society of Motor Manufacturers and Traders (SMMT), the AA and Motor Union, has lately visited the Frankett works at Acton, and inspected a special plant for the treatment of peat under a process invented and patented by Herr Franke, one of the chief by-products being motor spirit. The members of the committee had a short run in a FIAT car driven on the motor spirit thus produced.”

“THE MOTOR SCOUTS of the Sherwood Rangers Yeomanry have just finished their annual training with the regiment at Coddington Camp, Newark. They are a comparatively new feature of a Yeomanry regiment, but experience has already set the question of their utility beyond all doubt. Capt JDF Wodehouse, in writing of their services subsequently, says: ‘Since we have now become used to motor cyclist scouts we feel them to be absolutely indispensable.’ Behind the screen of horsemen of patrols and covering troops, motor cyclists hummed backwards and forwards between the Commanders, carrying messages and orders...though we have gone a long way towards understanding what is their proper sphere, the lesson that they cannot be used for purely scouting purposes has not yet been quite perfectly learned.”



“HR Davies(2¾hpSunbeam) first on formula in Class for 350cc machines in the Sutton Coldfield AC hill-climb. He is about to cross the tape at the start.” The 18-year-old had just become a Sunbeam factory rider; in due course he would have a marque of his very own.

“WE ARE GLAD TO learn, on the authority of the *The Daily Mail*, that the practice of trapping motorists on the open road is to be discouraged by the order of the Home

Secretary, Mr R. McKenna. Speed traps will be set at places only where speed is really dangerous, and at the same time all reckless drivers will be rigorously dealt with. This is as it should be...We may say that we entirely agree with The Daily Mail, which puts the case very fairly and adequately. Unfortunately the Home Office deny all knowledge of the matter.”

THE NEW ZEALAND hillclimbing championship was decided on a slope named Faskakariki; GB Brown and AB Collins made the two fastest runs; both rode Triumphs.

AT A CONFERENCE of road users which was attended by the ACU the RAC proposed that side roads should be signposted at points just before they join main roads; that the camber of roads should be restricted; that horns and hooters should be the warning signs used on all mechanically-propelled vehicles, and bells should be confined to pedal cycles; that sheep or cattle driven along the highway after dark should be accompanied by a man carrying a light visible in all directions.

ONE OF THE BRITISH Motor Cycle Racing Club's monthly meetings at Brooklands took the form of an open six hours' race..."The start was a most impressive one. The two orderly lines of competitors became a confused tangle out of which it seemed no unravelment was possible. The air thundered with the crackle of 48 exhausts, and in less time than it takes to write they were all away...for several hours until the killing speed had weeded out the weaklings there was an endless procession round tile track, and the welkin rang with a deafening and ceaseless din...Halsall (Veloce) was the first to retire with a burst cylinder...Barnes, still unfortunate, was the next man to drop out, owing to a cracked cylinder. Sumner (Zenith-Green) was then placed on the retired list owing to the flywheels coming loose...The fun was now fast and



Massed start at the Brooklands six-hour open race. Inset: Class C (500cc) Race winner JR Haswell (Triumph).

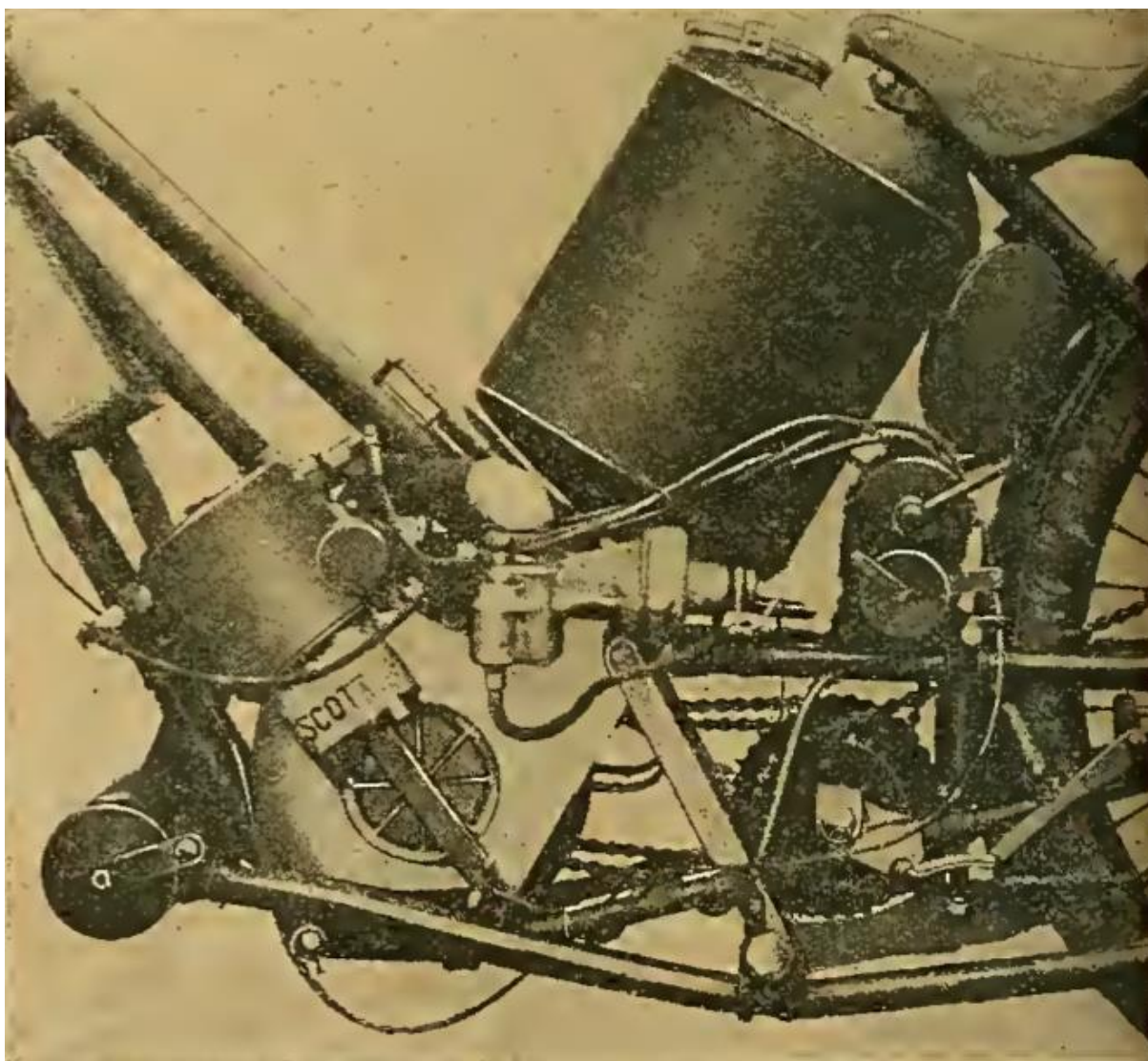
furiously. Knight (Zenith) came in with a rush, violently applied his brake, skidded, and before one had time to realise what had happened his machine was ablaze. Quick as thought, someone applied a powder fire extinguisher...the fire was speedily put out. The machine was then surrounded by willing helpers, who washed away the powder, and in about ten minutes' time the luckless Knight was on the road again. Godfrey retired in his tenth lap owing to a broken piston, and then the Calthorpe came in and changed both rear wheels, which were detachable, and could be removed by undoing three bolts, in remarkably quick time. H Martin retired in his sixteenth lap owing to a burst cylinder, while his machine had also been on fire



JJ Cookson

(8hp Matchless-JAP) won the 1,000cc class with 298 miles 1,180 yards in six hours.

near the aeroplane sheds, and there again an extinguisher prevented the motor from being destroyed...It was anticipated, with the vast improvement in 350cc engines of late, that Sam Wright's long standing twin Humber records would go, and that for the first time on record 60 miles would be covered in 60 minutes on one of these tiny engines. Events proved that the forecasts were not short of the mark, for the wizard engine tuner, GE Stanley, covered 62 miles 920 yards in the first hour on a 2¾hp Singer, incidentally annexing the 50 mile record, and Hugh Mason was only a few seconds slower. Robbed by Stanley of the first record, he made amends by collaring the two, three, four, five, and six hours...Wood came in with a flat back tyre, and for some moments could not find the tube, which had become tightly wound round the hub. Mr Scott came to his help. Knight was now going well, but soon his troubles



The Scott racers ridden by Wood and Applebee sported Bosch magnetos designed for cars, giving two sparks per cylinder.

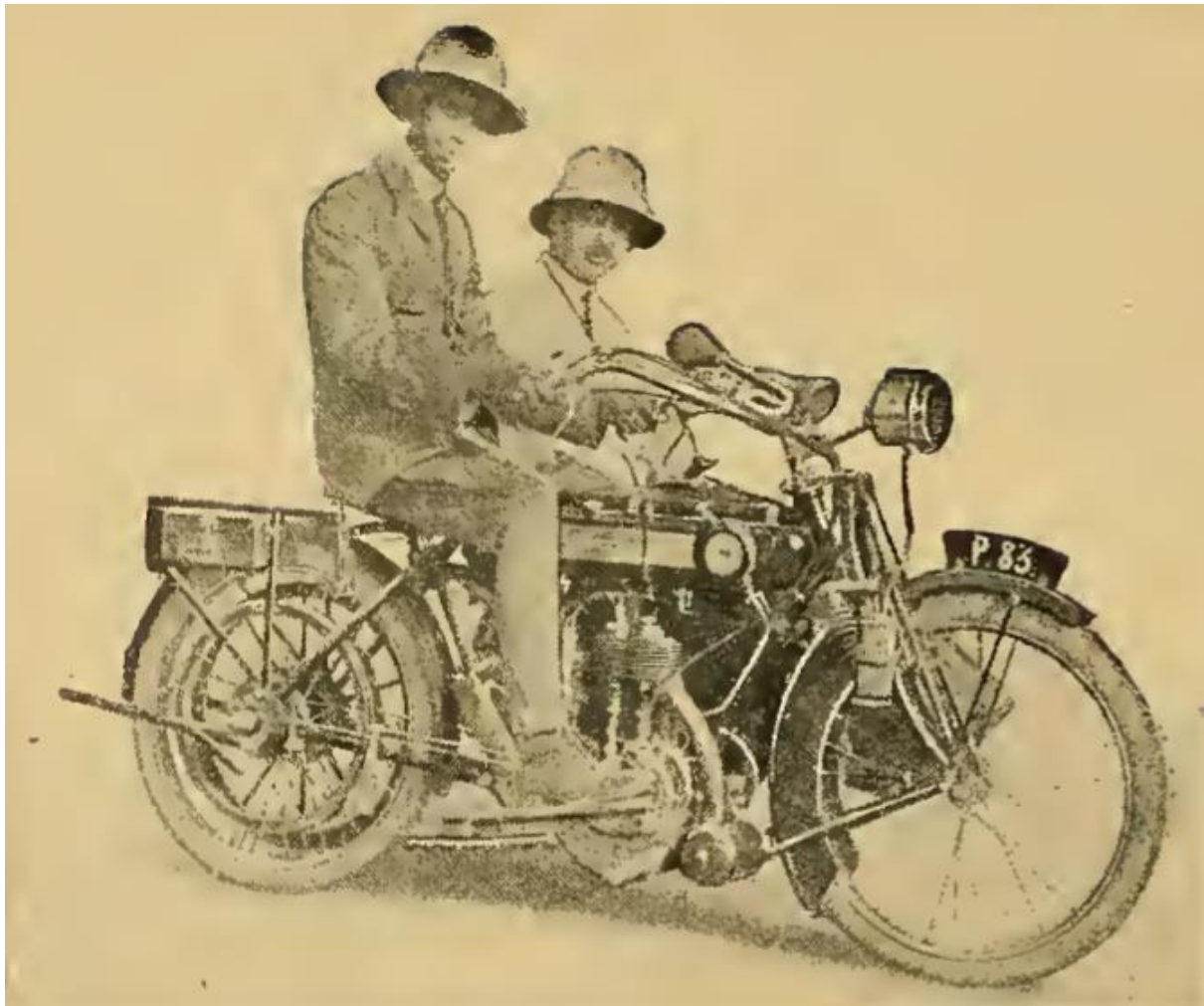
arrived and a burst cylinder put him out of the running. Guest (Matchless sc) retired owing to a broken inlet valve rocker...Francis (Duo) stopped to have a valve spring replaced, whilst De Peyrecave broke a chain...Brewster (Norton) broke a piston ring. Stanley gave up after covering 58 laps owing to his tyre being worn down and to having 'had enough'. The next to retire was Applebee (Scott) in his 36th lap owing to his petrol tap union coming out of the tank. Baker (Peerless) stopped and wound string round his engine shaft to prevent oil leaking out of the bearing on to his belt. Howard (Matchless) retired owing to his exhaust valve breaking and falling into the cylinder... A descriptive headline for the report of this race would be, 'Great Battle: Fearful Slaughter'. The competition was keen enough, but the number of 'killed and wounded' tremendous. Hardly for a moment were the depots empty...Holder, when dashing down the railway straight, dropped his low speed chain, which wriggled along the track at express speed like a rattlesnake...At one point Hugh Mason and his wonderful little NUT led the whole field. The sight of him riding alongside an 8hp mount and holding him for speed was

most uncanny...The first to complete fifty laps was CG Pullin on a Rudge-multi, who had been closely pressing the leaders all along...Haswell took the lead on his 53rd lap, and thereafter he led the field, though he had to stop to tie his carburettor in position...Riddell's front tyre blew clean off the rim, yet he actually continued to the depot at 20mph, which appeared to be a risky proceeding..." Results: 350cc, H Mason (NUT-JAP), 325 miles 1,092 yards; H Colver (Enfield), 302m 1,521y; E Keyte (Enfield), 285m 560y. 500cc, JR Haswell (Triumph), 351m 1,315y; CG Pullen (Rudge), 334m 1,660y; EH Victor (Singer), 311m 1,640y. In all 34 records were broken that day, ranging from 350cc one hour to 1,100cc cycle car 300 miles. The Enfield team's achievement of finishing 2nd 3rd and 4th impressed the BMCRC which awarded gold medals to the three riders. The Blue 'Un commented: "This is an unprecedented feature of a six hours' race, and bears testimony to the wonderfully regular running of the Enfield team."



Enfield riders Colver, Keyte and Greaves were awarded special medals for finishing 2nd, 3rd and 4th, pictured with Enfield MD RW Smith, general manager GL Patchett and London manager HK Hare.

IXION WROTE OF the difficulty of starting a TT model with a carburettor tuned to supply a perfect mixture at high speeds. "My complaint is to the effect that a simple shutter on the main air supply would render this machine as docile in starting as any touring model; such a shutter could be operated by a small knob on the carburettor itself, and would not increase the manufacturing cost by sixpence." Which sounds very much like a choke.



“C Gonsalves, of Pershawar, India on his 3½hp two-speed Humber sidecar on which he recently climbed the Khyber Pass. We understand that this is the first 3½hp motor cycle and sidecar to make the ascent.”

SOME LITTLE TIME ago I was consumed with a desire to drive a motor cycle, which, on the arrival of a 5-6hp Clyno and sidecar, developed into a burning passion. After one or two rides in the sidecar, when in the open country, I was persuaded to enter on my first drive. Having been initiated into the mysteries of tickling the carburetter, I succeeded, after one or two attempts, in starting the engine by means of the kick-starter and was agreeably surprised and not a little proud of myself to hear the engine purring gently, and metaphorically champing at the bit, ready for the actual start. I must confess that it was with great trepidation that I pushed down the low gear pedal—my feelings at the moment might well be compared with those of a person compelled to press the button for electrocuting himself—but, contrary to expectation, nothing happened save that the combination glided away like a Young Rolls-Royce, and, after changing into high gear, we soon Picked up speed, and I experienced that thrilling leeling of having managed it...Never before had I realised the real pleasure of having a throbbing fount of energy under one's control ready



“Mrs. AT Jenkins, who,

with Miss Spink as passenger, drove through the the Leeds MCC reliability trial to Edinburgh and back. They received a great reception on arriving at the finish. The machine is 1913 three-speed Triumph with Gloria sidecar.”

to respond to the smallest touch of a lever, and capable of doing a good forty miles per hour, or slowing down to an ordinary walking pace with such a range of control that makes one feel perfectly safe under all conditions. Gradually I am acquiring the reason why of various things, and have obtained much useful advice by studying *The Motor Cycle* week by week, which I now look forward to with the pleasure known only to the devotees of a hobby. There was a time when I thought a lady could never tackle a heavy sidecar machine of nearly six horse-power, even if she could ride a lightweight, on account of it being so much more difficult to handle, but I am now quite convinced that a sidecar machine is easier for a lady, as she does not have to balance or do the hobby horse trick when starting and rounding greasv corners, and a heavier machine is steadier on bumpy roads. Again, I can arrange my skirt, then start the engine, and the machine glides off like a car, without performing a lot of gymnastic feats which, while being perhaps graceful in the male sex, are not exactly ideal from the feminine point of view...So far I have found the most satisfactory dress is a tweed costume which I had for push cycling, the skirt of which has a front panel. This panel I split on the left-hand side for about twelve inches, which allows the .skirt to hang at each side nearly down to the ankle, well covering the cloth gaiters which I wear for warmth. When I leave the machine I fasten the split by means of buttons and button holes, which converts it into an ordinary skirt. A tight fitting bonnet with ends to tie under the chin completes the outfit.

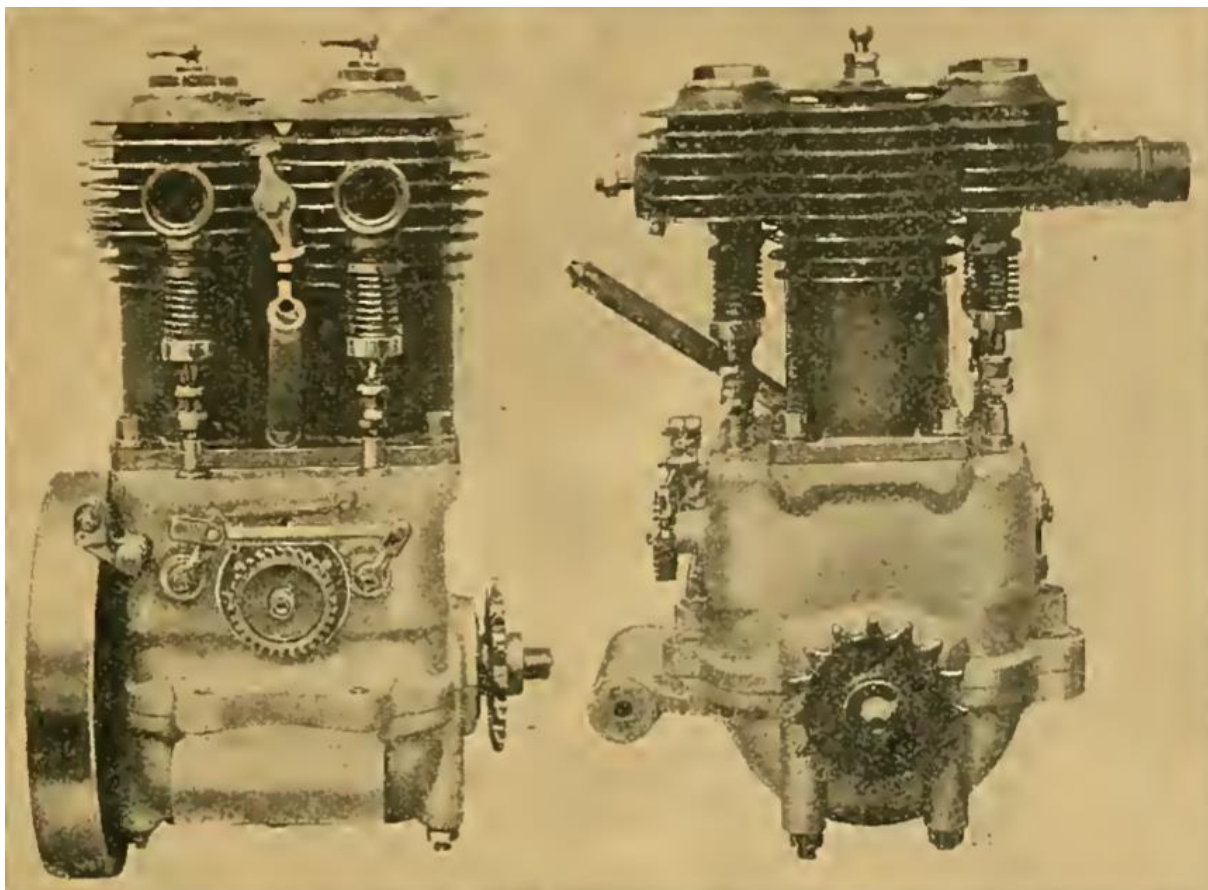


“The writer, Mrs Montgomery Saxby, owner-driver of a 6hp Clyno sidecar.”

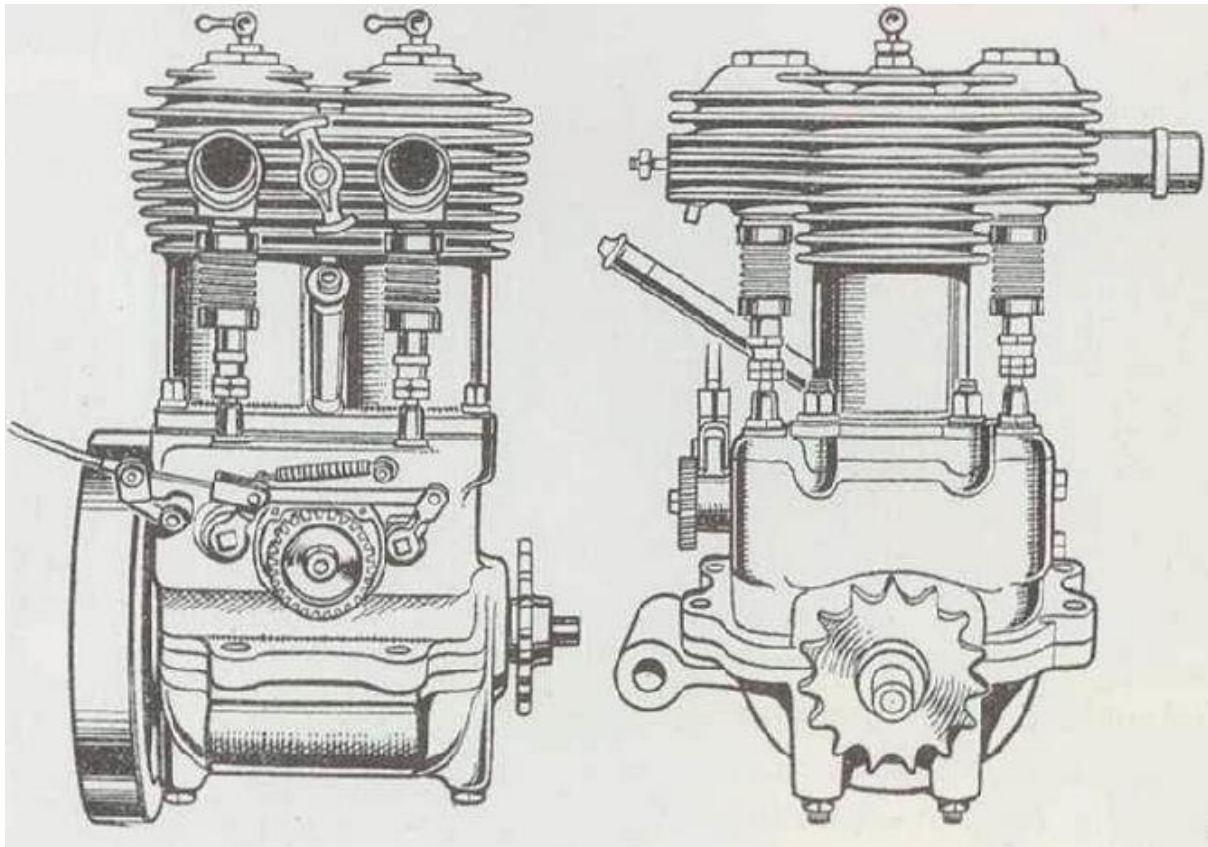
A READER WROTE to *The Motor Cycle*: “Why is it that suitable headgear has not yet been evolved for the motor cyclist? The ugly makeshift of turning one’s cap the reverse way is handy for accommodating one’s goggles, and offers less wind resistance, but it seems to me that the old type of close-fitting cap, similar to the cricket cap, only slightly fuller, is not only more suitable but even looks much better than the hideous, bulging modern affair. I fear we are hidebound by convention, even in the motor cycling world.” Ixion wrote: “I find myself in hearty accord with the grumbler who can find no cap which is really suited to a motor cyclist. I should suggest that the ideal motor cycling cap should be cut very tight, with something of a streamline run from peak to crown, and no sign of a bulge; that the peak should be excessively long and stiff, perhaps built up on an aluminium base, and that the peak base, no matter what it be made of, should be curved across from ear to ear to prevent its turning over backwards at speed as I have known a leather peak do before now. The pudding basin or modified sombrero hats—I do not know their trade designation—require stiffer brims.”

TRIUMPH CAME UP WITH a 4½hp vertical-twin engine featuring horizontally split crankcases: “In case of necessity it would be possible to turn the whole machine upside down, and thus expose the crankshaft and its bearings as clearly as if they were on a bench.” The single camshaft (cut from solid) was in line with the frame and driven by skew gearing from the crankshaft. “The pistons rise and fall alternately, so that the firing is not absolutely even...One can, however, rely upon the Triumph engineers satisfying themselves before the new twin is marketed which system is the better.” Ixion commented: “The Triumph vertical twin has been whispered about ever since a Bercley engine was seen fitted in a Triumph frame many years ago, and I take a special interest in it because a similar 4hp engine, built by Werner Freres, was one of the finest little

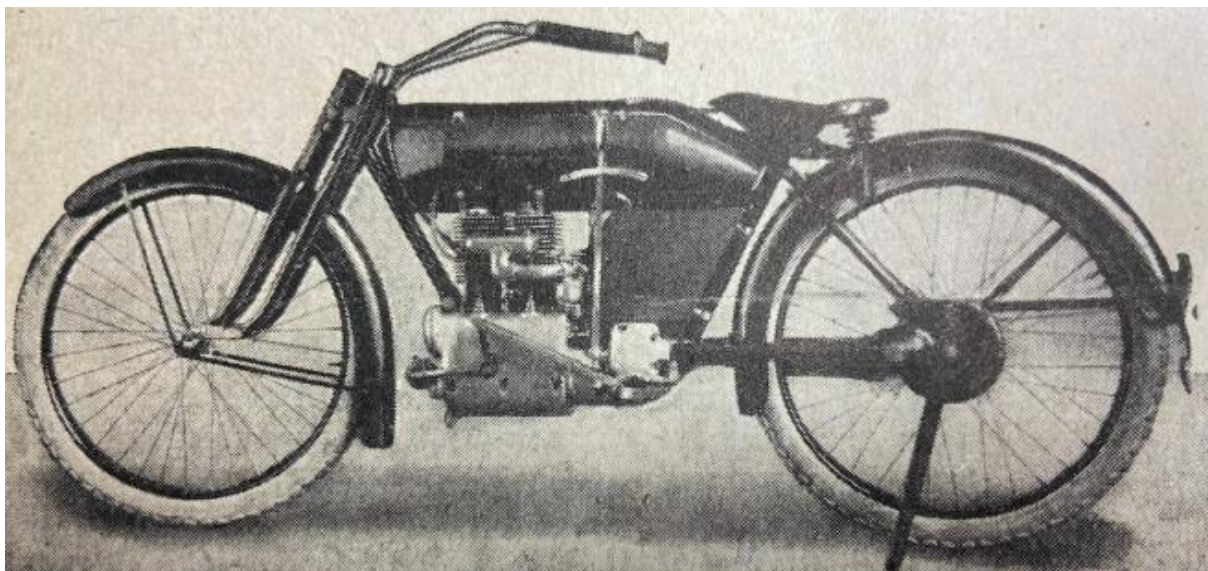
power units I ever owned. It suffered from the disabilities common to its day, for its carburetter was a terror, its ignition was as flimsy as a paper chrysanthemum, and the spares, which were so frequently required, were seldom found to fit. Do I not remember watching a man who is now a leading light, trying to reduce an exhaust valve for one of these engines to its proper bevel angle by the roadside with no other tool than a small hand file. Howbeit, that 4hp Werner was a terrific power producer on the rare occasions when it was in tune, and accomplished feats in the way of speed and hill-climbing which would not disgrace any single-gear machine of to-day. OC Godfrey first came to the front on such a machine. So we shall expect great things of the Triumph twin, the more so as we know it to be the product of years of experiment, and to have received the preference over another type of engine which is greatly fancied by the cognoscenti."



Triumph's 4½hp parallel twin featured horizontally split crankcases



...and here's the same image, as a line drawing. Before the 6/1, before the Speed Twin, and before the Great War, Triumph made a vertical twin.



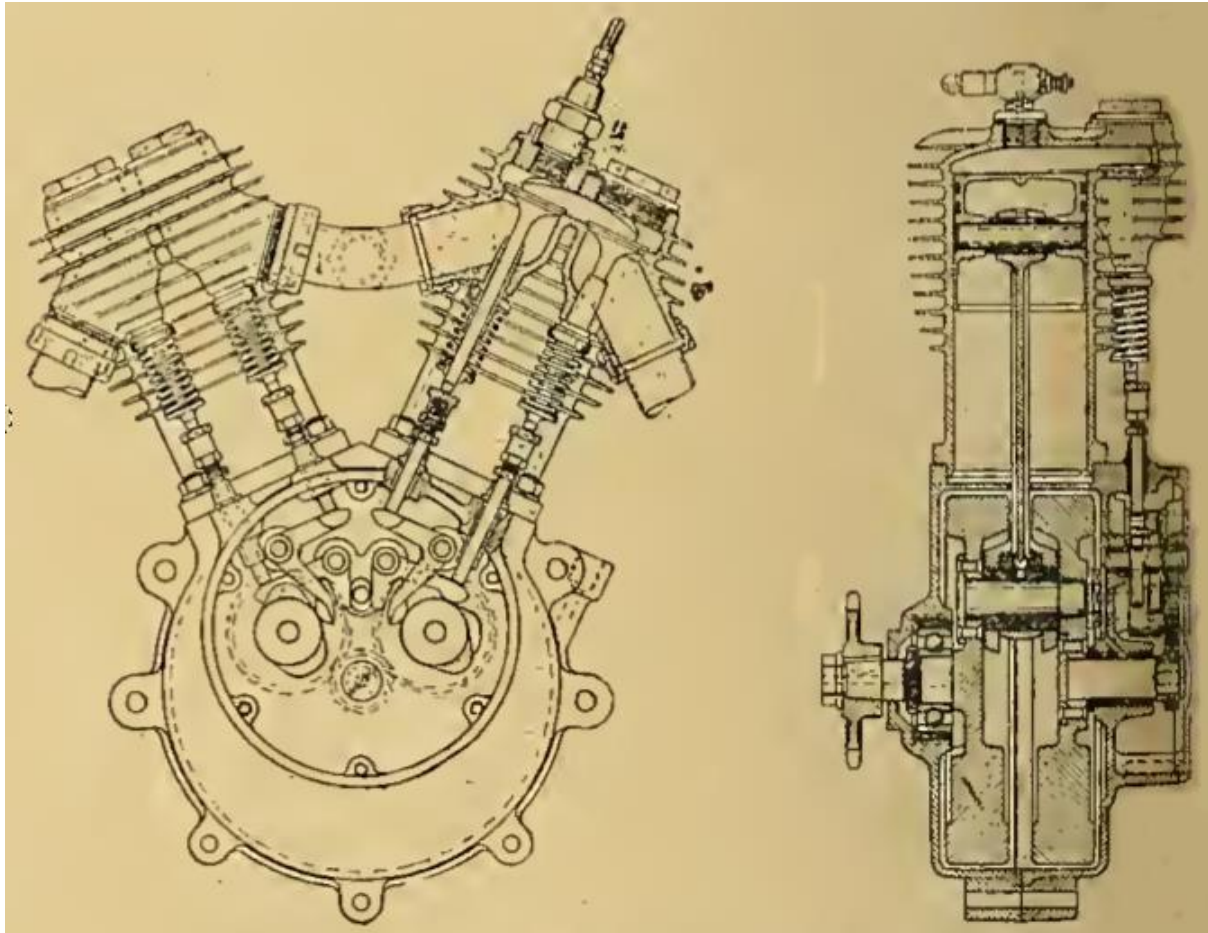
Meanwhile in the USA the Morse-Beauregard Manufacturing Co was also in the vertical-twin business. The M-B also boasted shaft drive, neatly housed in the nearside rear stay.



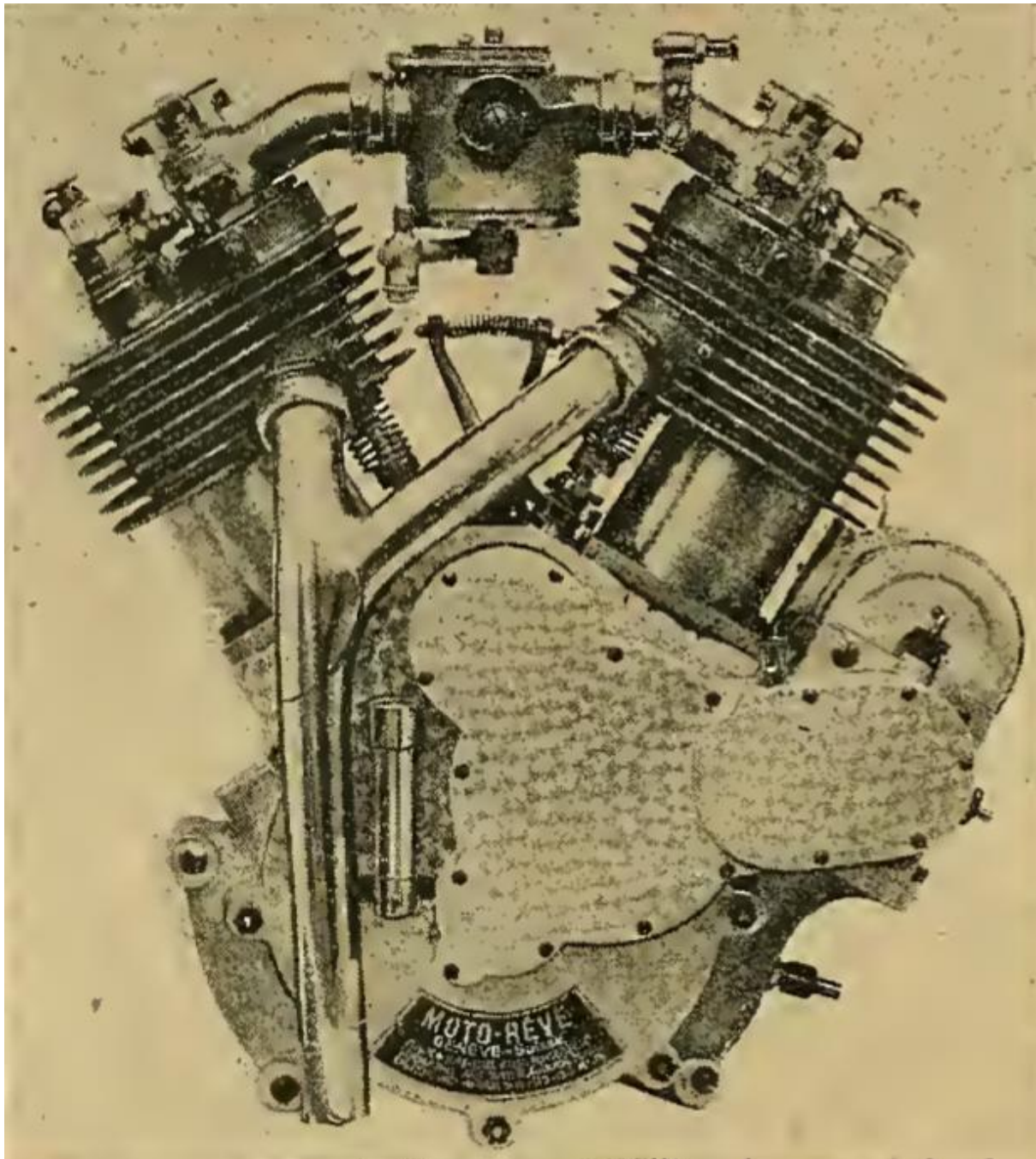
“We noticed the above kick-starting apparatus on a works Triumph last week. Observe the absence of small parts likely to need adjustment or attention.”

“IT IS FAIRLY WELL KNOWN that the single-cylinder James motor cycle is chiefly used for passenger work, and the makers, the James Cycle Co, Greet, near Birmingham, have found that in consequence a solo rider barely considers this model when on the look out for a new mount. They have, therefore, introduced a lighter machine with a newly designed twin-cylinder engine which possesses several interesting features. Three of these new models will be entered for the ACU Six Days' Trials, ridden by I Pollock, POS Brown, and H Graham Dixon, and these three riders will compete for the team prize. Two sidecars, driven by AD Arter and T Stevens, will also take part. The new machine, which we inspected a few days ago, has a twin V engine with cylinders at 55°, and a bore and stroke of 64x77mm=495cc. A three-speed gear box with multiple plate clutch is fitted on the counter-shaft, and the transmission is by chain throughout, the chains being enclosed in metal cases. The frame has a dropped top tube, triangulated front members, and flat-section steel cantle supports the engine, gear box, footrests, and foot brake attachments, the magneto being mounted on a lug above the gear box. The distance from top of saddle to ground is 29in...The front cylinder and down tube are parallel, also the rear cylinder and seat tube, so that a symmetrical appearance is obtained. The mudguards are 4in wide. and have side extensions front and rear. The wheels and tyres are 26×2¼, and spring footboards are fitted. The silencer is placed in

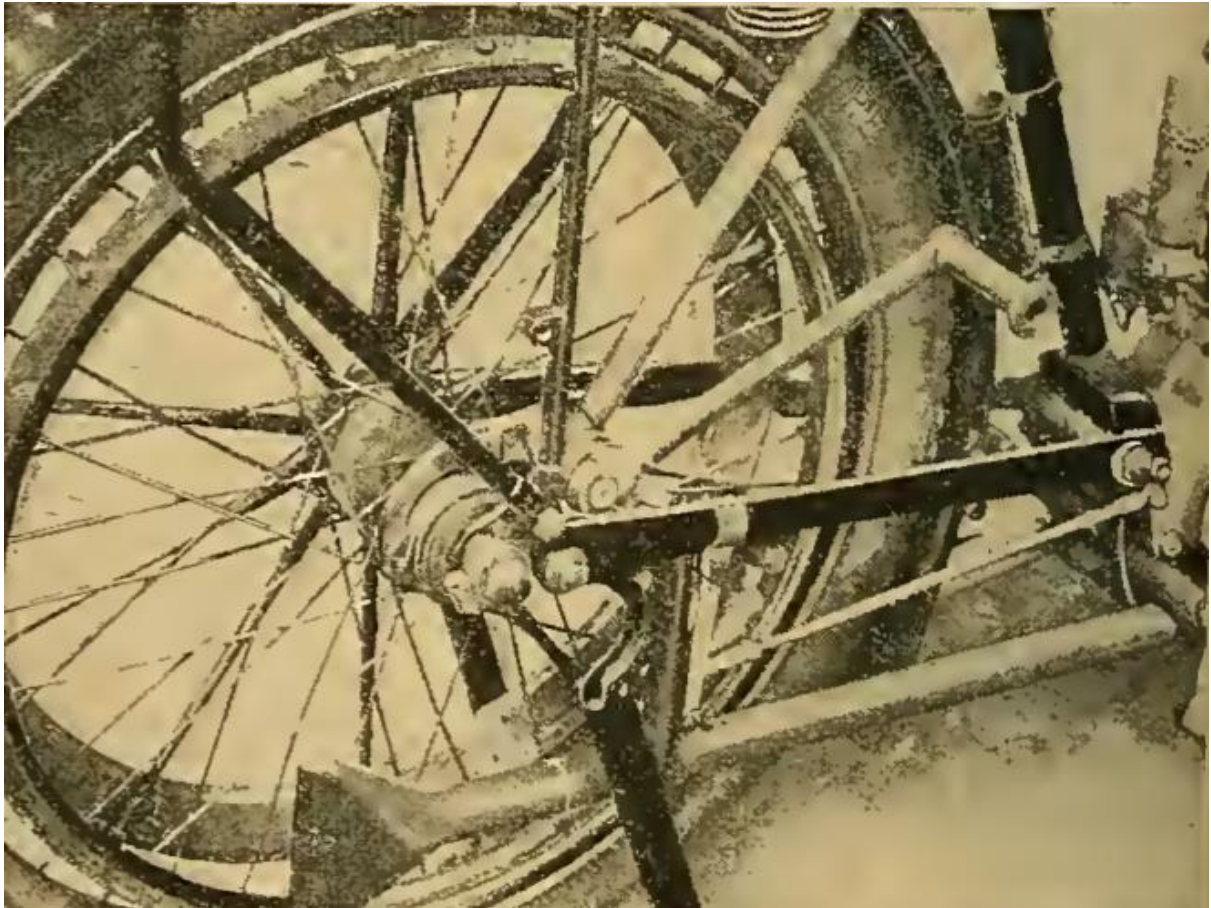
front of the engine, and a long exhaust pipe extends from it on the left side of the machine to a point near the rear wheel centre. Other usual James features are incorporated, such as celluloid covered handle-bars, etc. Incidentally, we learnt that the introduction of the new model will not interfere with the rapid product of the passenger machine, as the James Co are installing new electrically-driven plant of about and extending the shops in the rear of their premises...The big single-cylinder model...has proved so satisfactory that very little alteration will be made in the design for 1914.



James developed a twin a 495cc V-twin which debuted in the ACU Six-Days' Trial, powering three solos and two combos. .



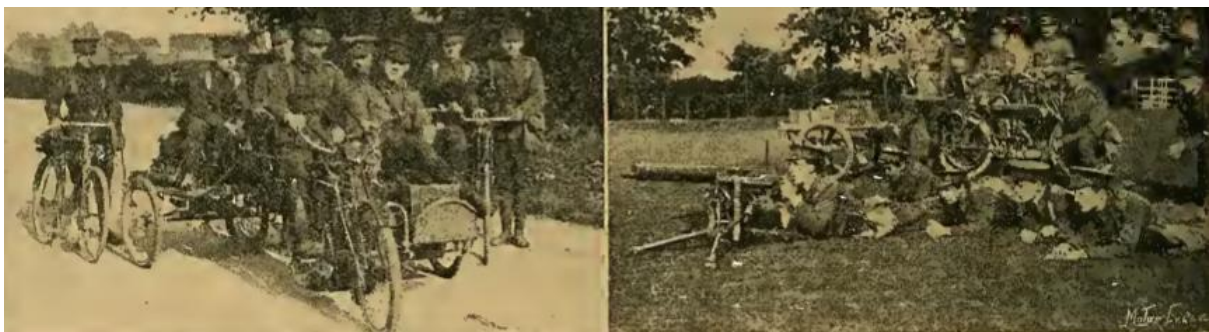
Latest addition TO the Moto Reve engine range was this IOE 4hp 530cc twin which weighed no more than 50lb complete with magneto and carburettor. The gear driven mag was made in-house by the Geneva-based company.



“We noticed the above new kickstarting apparatus on a works Triumph last week [at the SSDT]. Observe the absence of chains or small parts likely to need adjustment or attention.”



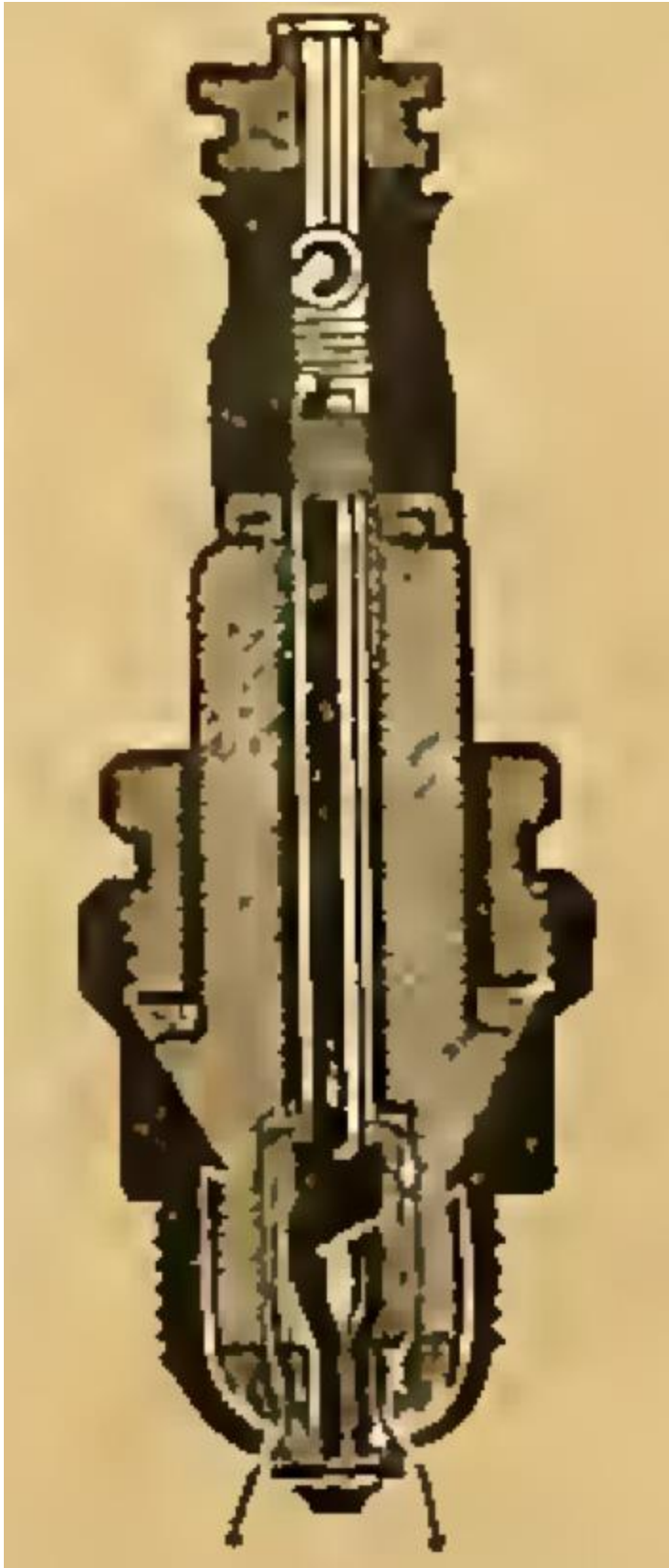
“A novel accessory for the additional comfort of the sidecar passenger is the Baby Hood, which consists, as the name implies, of a small hood, and is fitted with a celluloid screen. The little hood is made to fit over the passenger’s head, and in cases where a storm apron is used it forms a complete protection.”



“Motor cyclists in the manoeuvres extending all along the Yorkshire coast: A machine

gun and motor cycle team attached to the 5th East Yorks Cyclists' Corps. The motor bicycle not only takes a sidecar but tows the gun carriage also."

"IN STUDYING THE results of recent important competitions at home and abroad, one cannot fail to be struck by the undoubted supremacy of. British motor cycle's. In this country, with but few exceptions, the homes-made machine is universal. This also is the case with respect to most of the colonies, Canada being the exception, and the British machine is rapidly gaining popularity on the Continent. It was only natural that the British machine should predominate in the Manx Tourist Trophy

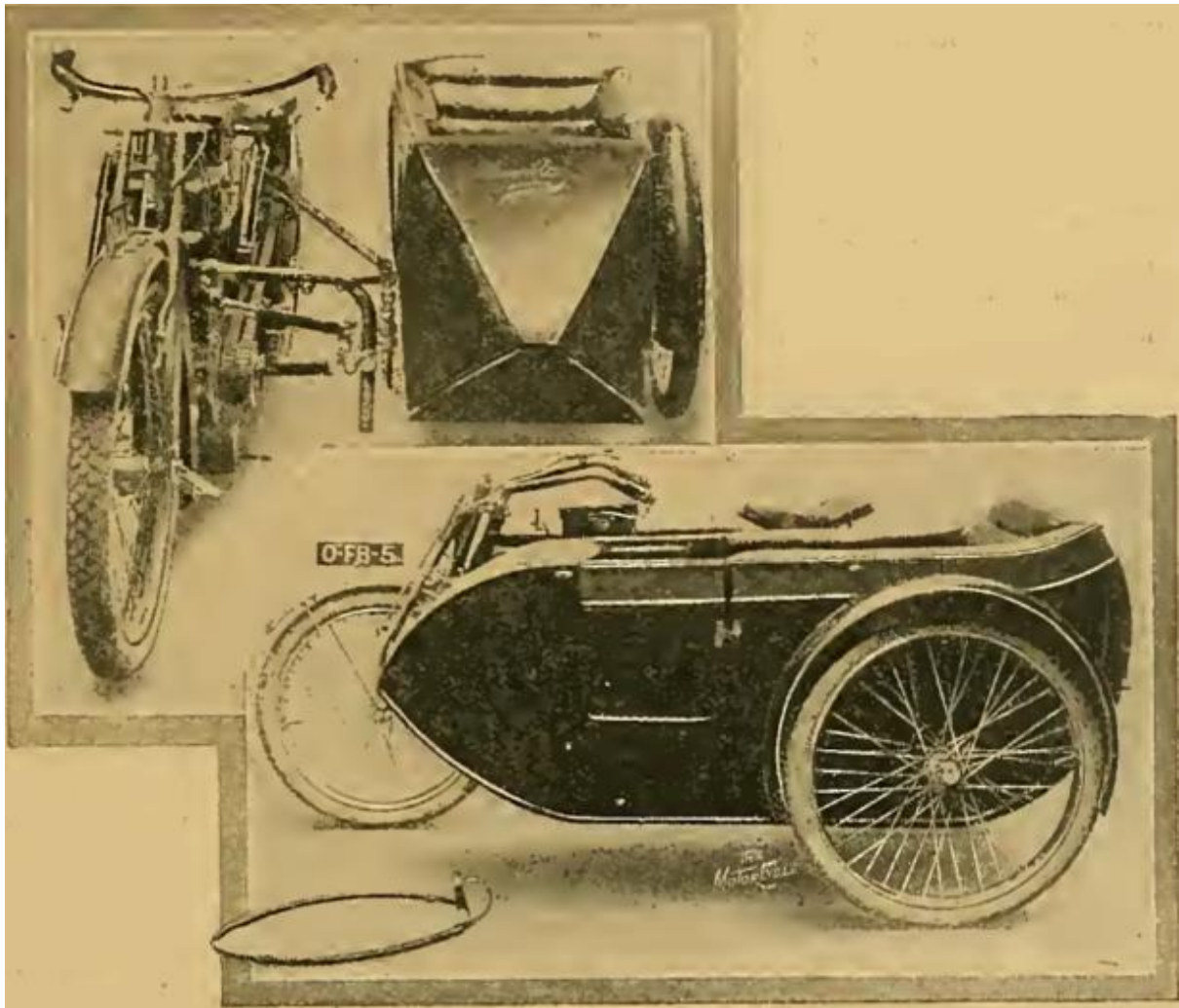


The Excelsior spark plug came with a hollow core containing a ball valve which allowed air to be sucked into the cylinder, “thereby keeping the plug clean and improving the mixture. ”

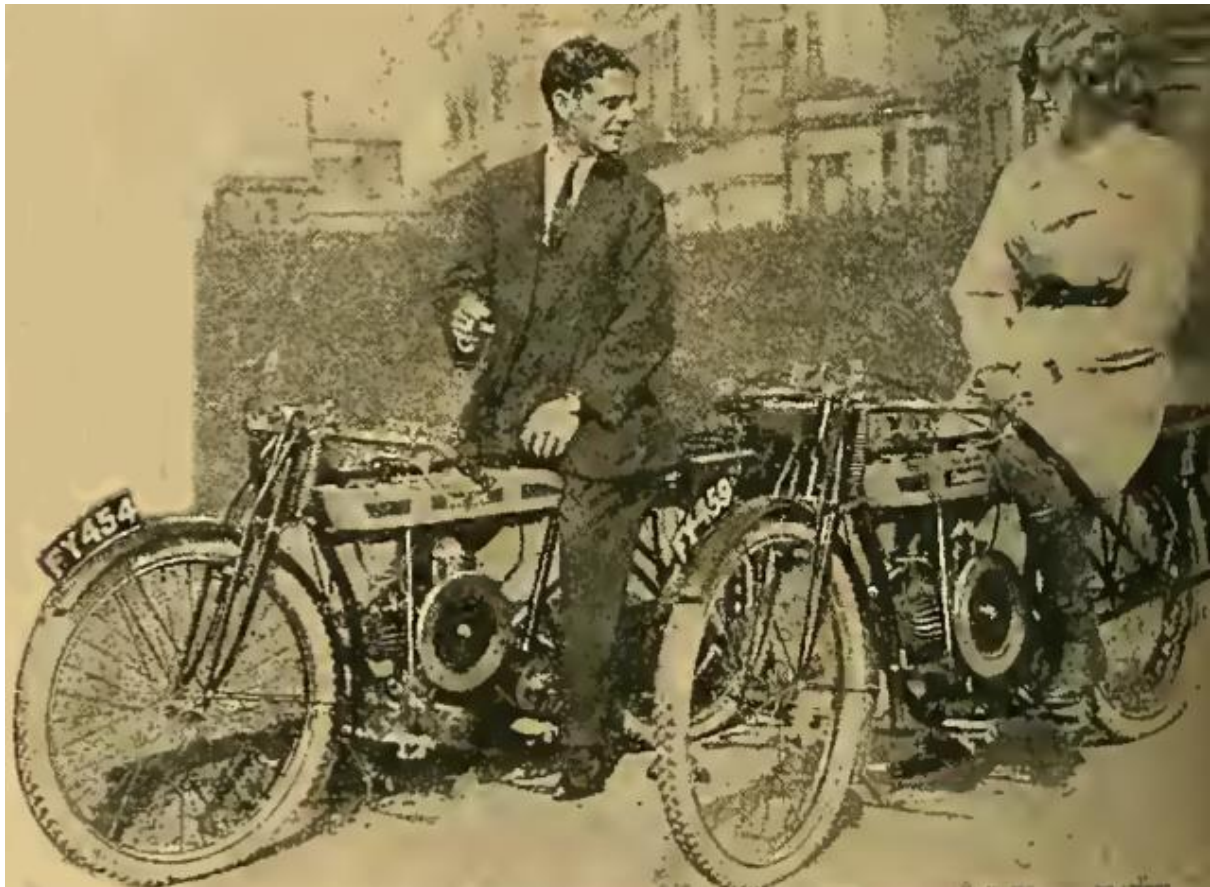
Races the 'blue riband' of the motor cycling world, and, that being the case, it was to be expected that the winners of these races should be found amongst the home products. In the Senior Race, only one make of machine that was not British is found amongst those who got through, that being a machine which has been for years on the British market. In the Junior Race, one continental machine again appears in addition to the British makes. Turning now to the races which have been recently held on the Continent, it is gratifying to find that much the same state of things prevails, and we notice that not British riders only, but the continental cracks pin their faith to the English machine to a very large extent...This, so far as it goes, is eminently satisfactory, and great credit is due to our English designers and workmen; but they must not rest on their laurels if they are to retain this position. The rear springing question will have to be gone into very carefully in the near future; lubrication must be made more certain and more effective, and should depend less upon the skill of the rider."

"AFTER TURNING AN indifferent ear to the value of the motor cycle as an adjunct to troops to be used as a rapid means of communication and for scouting purposes, the War Office have now gone to the other extreme and are actively encouraging motor cyclists to enlist in a special motor cyclists' corps under the various Territorial divisions. The decision of the authorities has been arrived at the result of experiments carried out some time back attaching motor cyclists to the Royal Engineers as dispatch bearers and scouts. The experiments were eminently satisfactory, and a definite scheme has now been evolved by the War Office for the enrolment and remuneration of riders. While we are naturally gratified at the recognition by the authorities of the merits and usefulness of the motor cycle, we cannot but think that the terms offered are none too alluring. They will probably attract riders, but, what is even more important than obtaining men, will they retain them? It is obvious that for the smooth working of the scheme it is essential that the same men—or at least a large proportion of them—should be available year after year. Otherwise, with the very limited period of yearly training allowed for under the scheme, a mere eight days minimum or 15 days' maximum, it will be most difficult to keep a constant stream of well instructed and properly disciplined men.

A TRAFFIC CENSUS on the London-Worthing road over a bank holiday weekend recorded 505 solo motor cycles, 790 outfits and 57 cars.



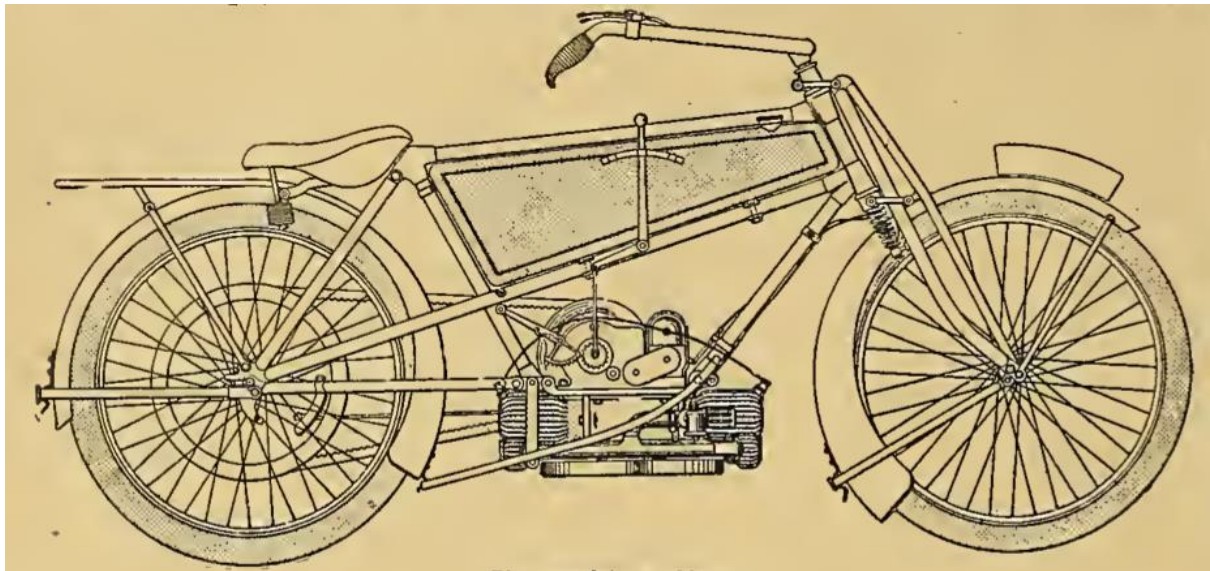
Bramble patented what was, probably, the first monocoque sidecar—the chassis was built into the sidecar body. The man from *The Motor Cycle* tried one attached to a Matchless rolling chassis powered by an 8hp Precision engine and reported: “The combination steers very well, it being possible to drive without touching the handles.”



The Blue 'Un ran a series of photos of 'married couples who motor cycle'. Pictured are Mr and Mrs Eric Longden with their matching 2¾hp Douglasses (though Mr has sportier bars than Mrs) but the riders. The contemporary caption tells us: "Mr. Longden is manager of the Pier Pavilion, Southport. His wife, being a horse-woman, prefers riding breeches with gaiters and a white dust-coat." But, compared with their contemporaries, don't they look modern?

"SIR—MAY I THROUGH your hospitable columns issue a timely warning to motor cyclists who may during the holiday season have occasion to pass through the lethargic city of Hereford? Of late there has been experienced a burst of phenomenal activity on the part of the police, and sympathetic magistrates have joined in the general conspiracy of persecution against the motorist. Recent cases at court have been supported by the most entertaining evidence, which would be indeed, humorous were it not so effectual in securing convictions. One witness quite recently uniquely gauged the speed of a motorist by saying that his pony could go at ten miles per hour, and the defendant, he declared, was travelling four times as fast. One marvels not so much at the hypothetical arithmetic as at the magistrates, who seriously regarded such testimony. A first offender was, a week or two ago, mulcted of £3 on such evidence as this.

CJ Hughes



This tidy 494cc flat twin was designed by Londoner GF Rayner. The gearbox and engine were bolted to the top and bottom of an engine plate that formed part of the frame; they could be removed as a unit by disconnecting the petrol and oil pipes and removing two bolts, or the engine and box could be removed separately. The flywheel was horizontal to avoid any gyroscopic action; the timing case below the crankcase served as a sump and contained an oil pump. Other features included a QD rear wheel, 'clean' handlebar with control cables running through the bars and a 2½gal fuel tank. Rayner also designed "a special two-stroke double opposed engine, working on a semi-Diesel principle, and capable of being run on paraffin".

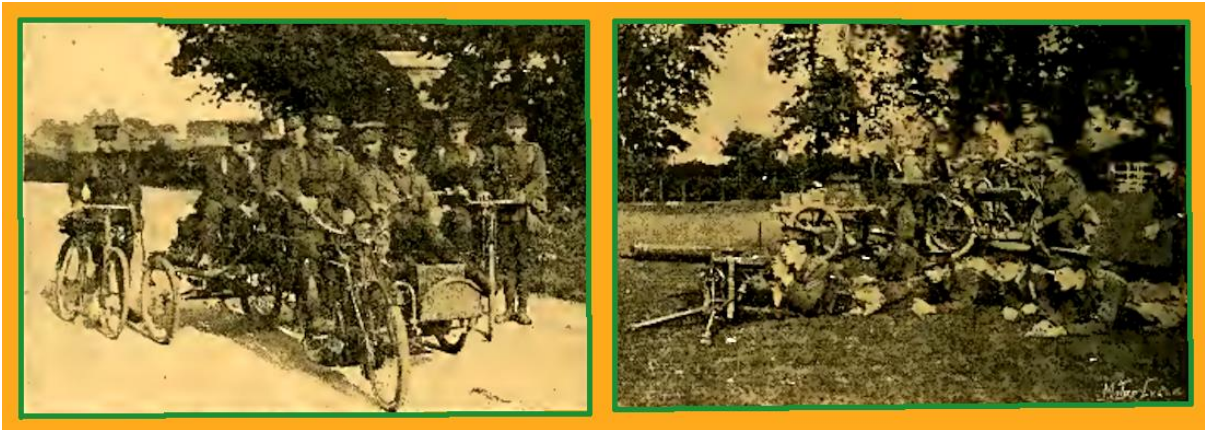
"THE LUBRICANT IN his silencer was beginning to run low, and he feared that shortly the humming of his machine would betray his presence.' From *The Flying Detective*. Let us continue! 'Therefore he hurriedly dismantled the armature and cleaned it with a piece of Brooks soap, jettisoned his carburetter, and put another handful of the finest sand into his crank case. He then proceeded calmly and silently on his nefarious errand'."



Alice Neville of Worthing, pictured on her 2 $\frac{3}{4}$ hp Douglas with a chum perched on the pillion. Women riders were rare; Miss Neville was also a professional chauffeuse and operated her own service station.

THE AA AND MOTORISTS' Union began to put up warning signs on hazardous stretches of road, beginning with Beggars' Roost Hill, North Devon with its gradient of 3 in 10.

THERE WERE 65 starters and 35 finishers in the 525-mile Liege-Paris-Liege Trial. The 500s were set an average of 25mph which was a tough target over bad surfaces, bends and congested villages. During the trial a kilometre speed trial and hill-climb were staged at Spa. The speed trial was over a stretch of pave between trees; rain had made the surface treacherous so the riders wisely refused to go flat out. The hill-climb was not closed to other traffic; one of the Brits met a large car on a blind bend and was forced to ride through a hedge. Nine first-class awards were won, by the riders of three Ridges, two Singers, two Saroleas, a Premier and a Matchless.



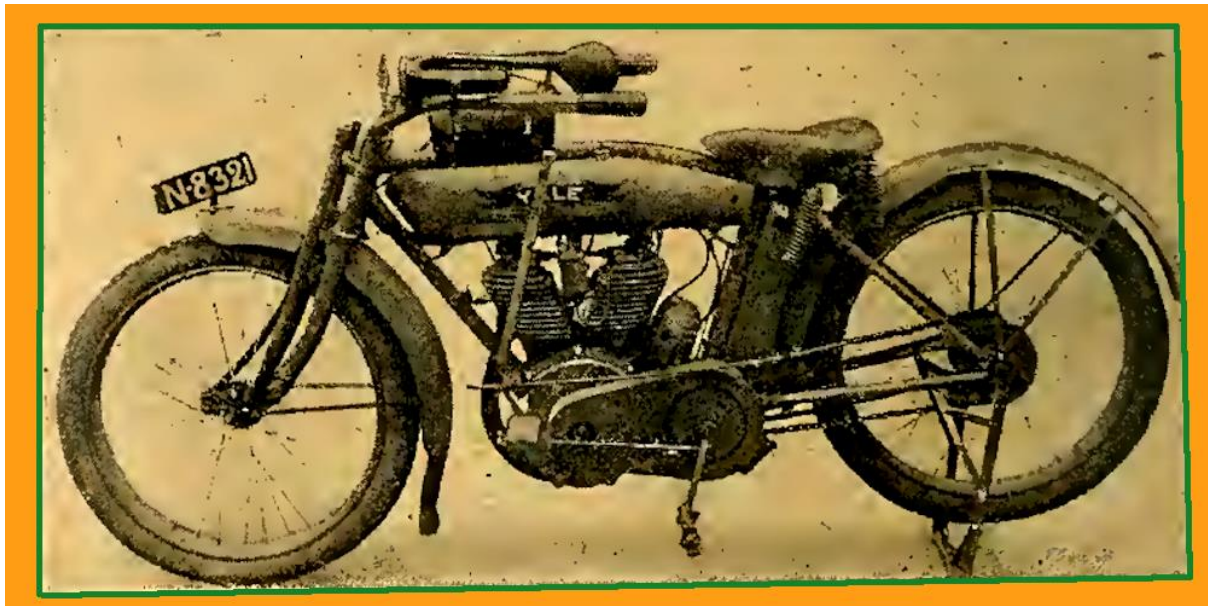
“Motor cyclists in the manoeuvres extending all along the Yorkshire coast. A machine gun and motor cycle team attached to the 5th East Yorks Cyclists’ Corps. The motor bicycle not only takes a sidecar but tows the gun carriage also.”

“SEVERAL MOTOR CYCLISTS were summoned at Chepstow last week for using cut-outs of an illegal form. It was, however, pointed out that the gases first passed into the expansion chamber, and, consequently, the summonses were dismissed.”

“WHEN A MOTOR CYCLIST was fined 10s and costs at Bromyard recently for using a cut-out on a motor cycle, the police constable stated that he could hear the noise of the exhaust for fifteen minutes before the rider reached him. Estimating the speed at 20mph the explosions were heard five miles away! After this we need no longer appeal to ‘Friends, Romans, Countrymen’ for a useful loan, it will be more profitable to ‘Ask a Policeman’.”

“SIR—SOME LITTLE TIME ago, a friend and I, both riding Rudge machines, were proceeding to Bristol, when upon reaching Evesham, my friend’s machine gave out with a cracked piston. After many suggestions as to what do for the best, I telephoned to the Rudge-Whitworth Works at Coventry asking if they could suggest anything, Mr Holroyd, the works manager, gave us every sympathy and said he would see what could be done, which he did in a most practical form, viz, sent a smart mechanic, fully equipped, with tools, and a new piston, at express speed on a Tourist Trophy machine, a distance of thirty-three miles to us at Evesham. The rapidity with which the new piston was fitted and the machine overhauled and tested was really a marvellous piece of smart workmanship, inasmuch that only twenty minutes was occupied to complete the whole repair. When asked the cost of repairs we were informed that there was no charge, and that the company were pleased to be of service to us in our troubles.”

Bob Harris.



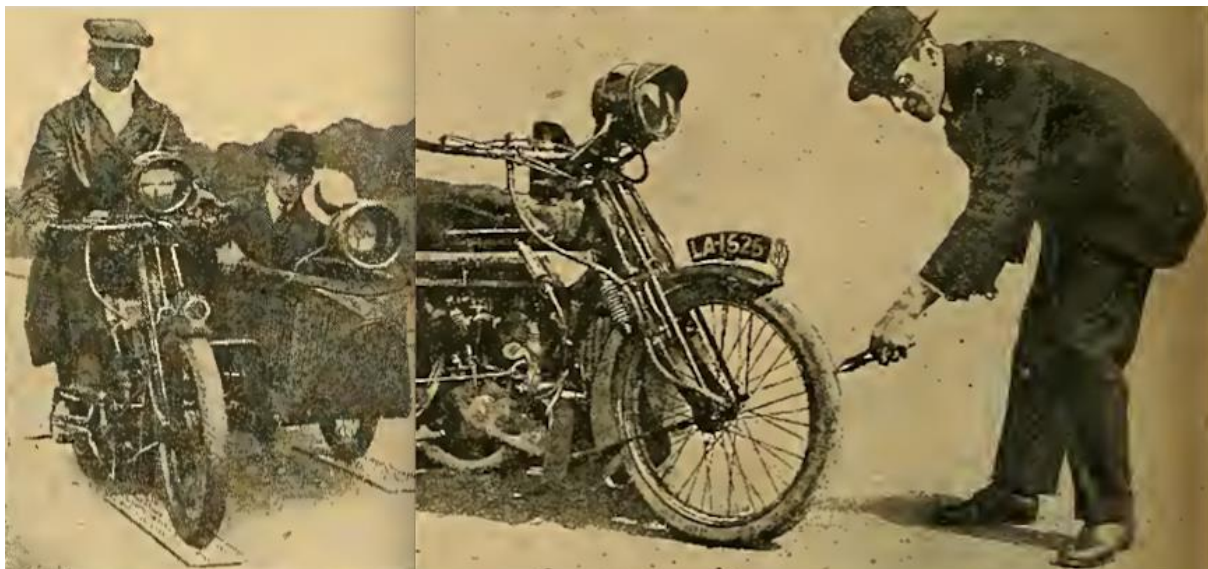
“The 8hp twin-cylinder Yale—an American mount owned by WE Ayres of Manchester. We are told by the owner that the machine is most comfortable, especially at high speeds. Senspray carburetter, chain drive and 28x3in tyres are fittings worthy of notice.”

”THE MOUNTAIN CIRCUIT Reliability Trial of the Austrian Allgem Motorfahrer Verband drew over 50 entries of motor cycles, sidecars, and cycle cars. The sport is beginning to have its renaissance in Austria. Recently an enterprising motor cyclist has started an agency for Indian and Douglas machines in Vienna. The trial was a distinct success, only six riders failing to get through within the time limit. Conspicuous among the competitors were the Puch representatives, who had gained much valuable information from their participation in the Tourist Trophy, and had adopted numbers of English ‘notions’ on the Puchs, such as three lever Bowden control, Armstrong three-speed gears, XL’All saddles, B and B carburetters. The gears excited great interest and no little comment among the Austrian motor cyclists, who, to a great extent, still know the use of a clutch only from hearsay.

“A QUESTION WAS RECENTLY asked in the House of Commons by Mr C Money with reference to the use of the highways that carried with it the imputation that motor cyclists as a whole were addicted to dangerous driving and to making an unnecessary noise, and that, in consequence, the roads were rendered unsafe for pedestrians. Mr McKenna replied that he did not think that these offences were so common as was suggested, and that he considered the existing powers of the magistrates quite sufficient. In this matter we agree with Mr McKenna, though we must admit that there are many inconsiderate motor cyclists on the road who, by their thoughtless and selfish conduct, do their best to stir up the authorities.”

THE MAKERS OF Puncture-Seal invited *The Motor Cycle* to witness a demonstration of its efficacy: “A collapsible tube of the mixture is screwed to the valve of the air tube, from which all air has been expelled, the collapsible tube is squeezed, and the mixture

forced into the air tube. The air tube, after fitting and inflation, is then used in the ordinary manner, and during the running the ingredients of Puncture-Seal receive their final mixing. When a puncture occurs the pressure in the air tube will force the Puncture-Seal into the hole, where it sets like rubber. The mixture is always ready to fill a hole, because the centrifugal action of the revolving wheel keeps a layer of it in the inside of the tube next the tread. The demonstration we witnessed took the form of extreme ill-treatment of the tyres on a Trump motor cycle and sidecar driven by Mr Cass, of Cass's Motor Mart. Two planks about 4ft long were each studded with 88 wire nails and laid along the road; meanwhile three wire nails 1¼in long had been driven into each of the three tyres of the combination, which was deliberately driven over the planks...After the combination had been driven over the nail and had also been stopped and started thereon, some of the nails previously hammered in were withdrawn from the tyres. Throughout the demonstration, no loss of pressure was experienced. The makers of Puncture-Seal will guarantee air tubes against puncture for three years...they inform us that on one occasion a cut in a tube of 1¼in long was stopped." Puncture-Seal didn't have the market to itself. "Filibuster," *The Motor Cycle* reported, "is a white liquid, which is injected through the valve into the inner tube. When shaken up by the revolutions of the road wheel it will effectually seal up any puncture of reasonable size that may occur. In a demonstration, which was carried out on the tyres of a carrier tricycle, first of all a pin, then a bradawl, and later a 2in nail, were driven through the cover into the tube. The result was an immediate air leak, but when the tyre was spun round the orifice automatically closed itself. The test was carried out satisfactorily."

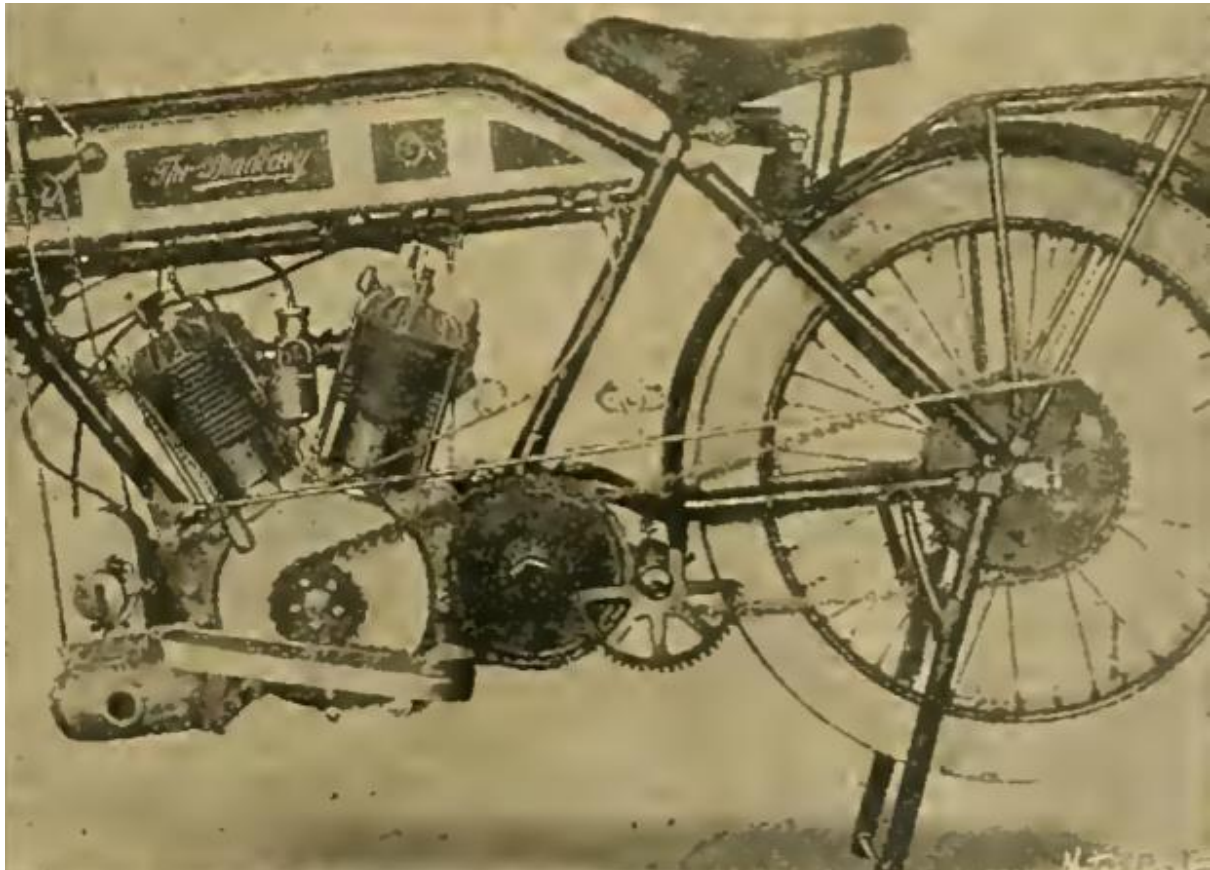


Driving the Trump-JAP outfit over the nail-covered planks. (Right) Pulling the nails from the tyres treated with Puncture-Seal.

"THE CHIEF CONSTABLE of Derby has pointed out in a very courteous communication sent to the secretary of the Derby & DMCC that motor cyclists in Derby are infringing the regulations [re illuminating front number plates] as the lamps, in many cases, are fitted

to high. Motorists and the police in Derby and district are on excellent terms, and motor cyclists should see that the existing conditions are preserved.”

BRADBURY’S WELL-ESTABLISHED 3½hp one-lunger was joined by a 750cc V-twin with three-speed counter-shaft gearbox, kickstarter, fully enclosed chain drive, multi-plate clutch with cork inserts and metal-to-metal rear drum brake. The Blue ‘Un remarked: “The makers have evidently been largely influenced by the admirable AJS design, both in the engine and the general lay out of the machine.”



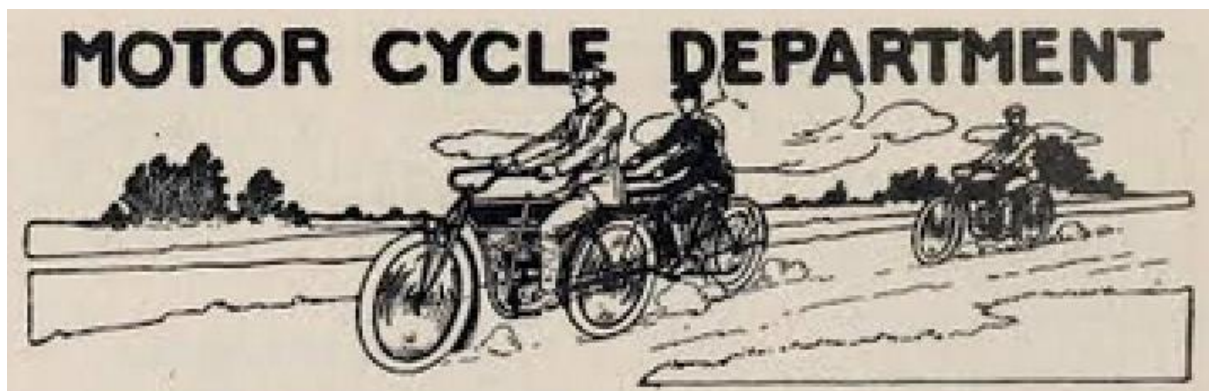
The Bradbury 8hp V-twin engine with covers removed to show the Hans Renold chains.

“DURING THE PAST few weeks the Petrol Substitutes Joint Committee has discovered a process by means of which it is hoped that fully 40,000,000 gallons of British motor spirit will be available annually without further depleting the country’s mineral resources. Briefly the process claims to extract a high per-centage of efficient motor spirit from a commodity at present produced in this country in enormous quantities, but hitherto quite unsuitable for motor car fuel. Full and most careful investigations have been carried out by the committee’s experts, and so far as a small demonstration plant is concerned, the results are excellent. It is confidently hoped that the full-sized commercial plant now in course of building will be equally successful.”

“SINCE THE RECENT revival of the oft-suggested Channel Tunnel scheme its possibilities as a road, as distinct from a railway, have claimed some attention. It is felt by leading authorities in the motor world that in view of all that has happened in

connection with motor vehicles during the past few years the mere provision of a railway connection under the sea between France and England would only partly fulfil the actual purpose for which its construction is intended. In this country, road transit, whether of passengers or goods, is now a necessary and increasingly important complement of the railway. Therefore no scheme of improving communications with the Continent by means of a tunnel beneath the Straits can be considered complete unless provision be made for road traffic as well as the railway.”

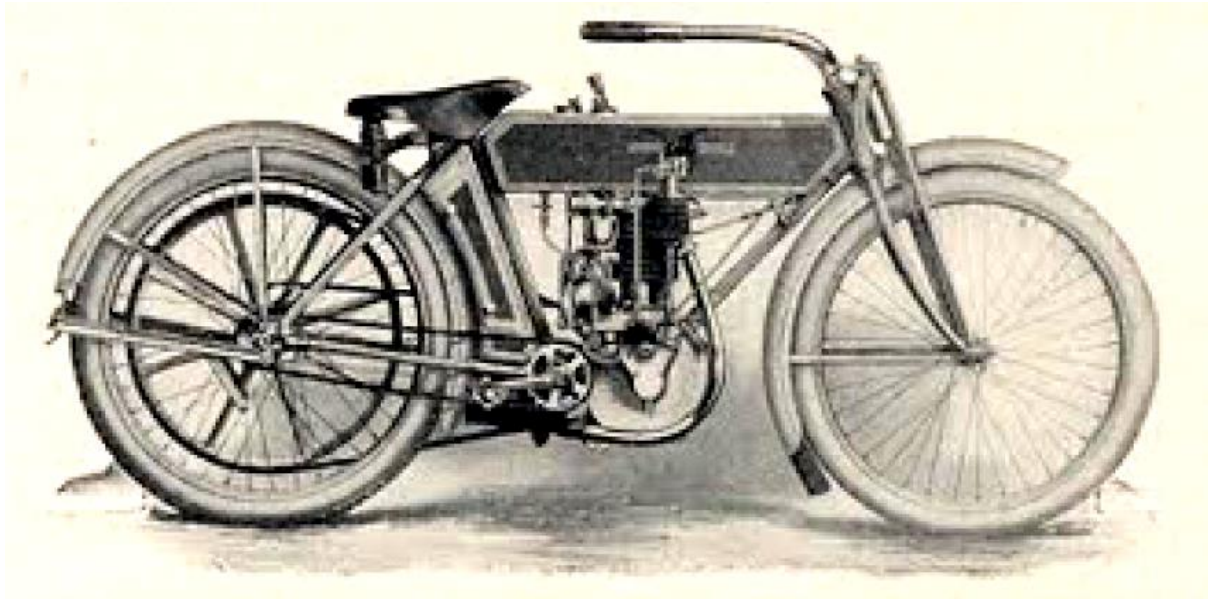
“AMERICA IS NOTED for never doing things by halves, and it evidently extends its enthusiasm for big things to motor cycle club outings. Recently the Los Angeles Motor Cycle Club held its annual run to Venice, Cal, which is only twenty miles from Los Angeles. Over 1,700 motor cycles turned out for the run, carrying between them over 3,400 people, 90% of the machines having passengers, generally of the fair sex, on the carrier or sidecar, and some- times on both. So great was the number of riders that the first machines had arrived at their destination before the last ones had departed. Four years ago the members of the club numbered four hundred, and it is expected that there will be two thousand next year.”



The *US Automobile Trade Journal* took an interest in motor cycles...

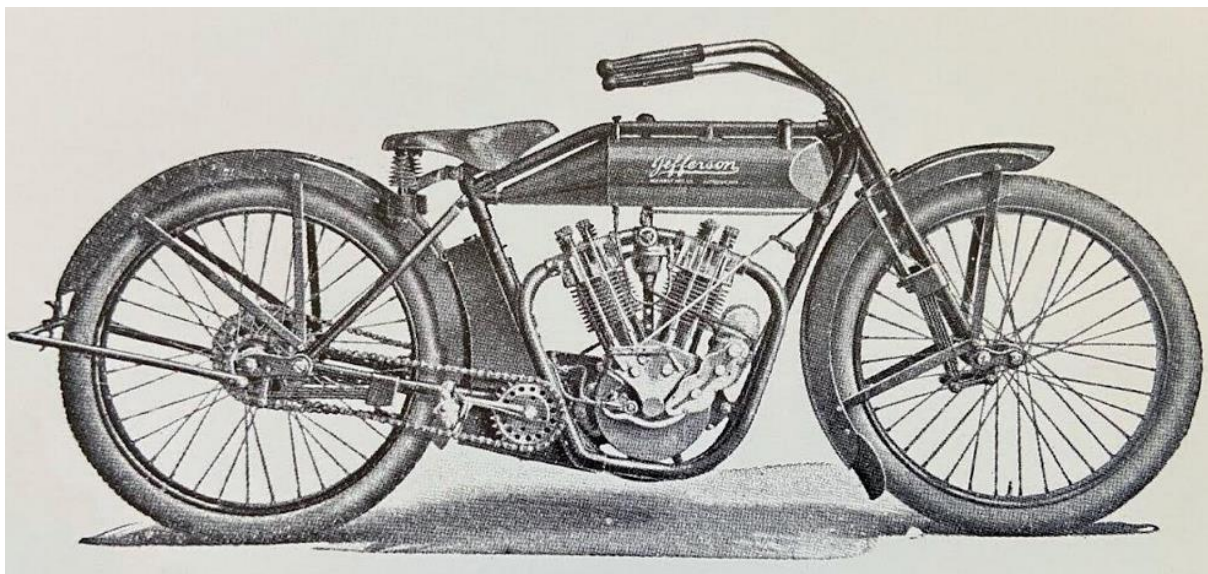
THE *US AUTOMOBILE TRADE JOURNAL* reported: “That motorcycle and accessory manufacturers of motorcycle parts can successfully carry their own exhibit was practically demonstrated at the recent Chicago show, held in the furniture manufacturers building at Chicago. The show, from every viewpoint, was a complete success, and for the last time have the motorcycles been shoved in some comparatively out of the way corner of the motorcar show. There were 77 motorcycles shown by 24 different makers, and although there was almost three times as much floor space given to the exhibitors than at the Chicago shows last year, the aisles and booths were jammed to capacity on the opening evening. A number of new motorcycles made their debut at the Chicago show. The **Black Hawk** is one of the most attractive of the new machines exhibited. It is a single-cylinder machine, having a tank integral with the frame tubes, the frame being of straight line throughout. The front fork is entirely new design. The most noticeable features of the power plants lie in the valve construction, which is

such that both intake and exhaust valves may be removed in a few minutes by simply loosening one nut and the exhaust spring



“The Black Hawk Single-Cylinder Machine.”

collar, and without disturbing the carburettor or grip control. Another feature of this machine is that it contains a multiple-disc clutch fitted with 35 discs. This clutch is located in the rear wheel, acting between the drive, pulley and the hub of the wheel. The seat post is also new in design. Instead of the usual rocker arms, the saddle is bolted directly to the movable member of the post, which is shackled to the seat post tube of the frame in such a way that it is given an up-and-down movements without tilting or horizontal movements in either direction. The transmission is by flat belt as standard, although V-belt and chain drive may be had as an option. The machine is finished in grey, with panels of a darker tone and blue striping. It is manufactured by the Black Hawk Motor Company, Rock Island, Ill. The **Jefferson** is made by the Waverley Manufacturing Company, Jefferson Wis, and was shown in two models, single and twin. The distinctive feature of this machine lies in the leaf-spring frame construction in both the front forks and the rear end. The specifications include overhead valve motor, $3\frac{3}{8}$ in bore, $3\frac{13}{32}$ in stroke; mechanically operated pump located on right side of crank case; single piece cast aluminium muffler; handlebars of exclusive design, controlled by means of Bowden wires; $2\frac{1}{2}$ gal gasoline tank and Eclipse clutch. The **Feilbach** is a new product from Milwaukee. The frame is of loop design, single plunger type fork. The motor is a long-stroke type with 4in bore and $3\frac{5}{16}$ in stroke; valves are mechanically operated and are located in front of the cylinder; ignition by magneto, gear driven. Lubrications is by gravity feed system and splash. The handlebars are perfectly clean, all parts being enclosed. The **Crawford** is a new

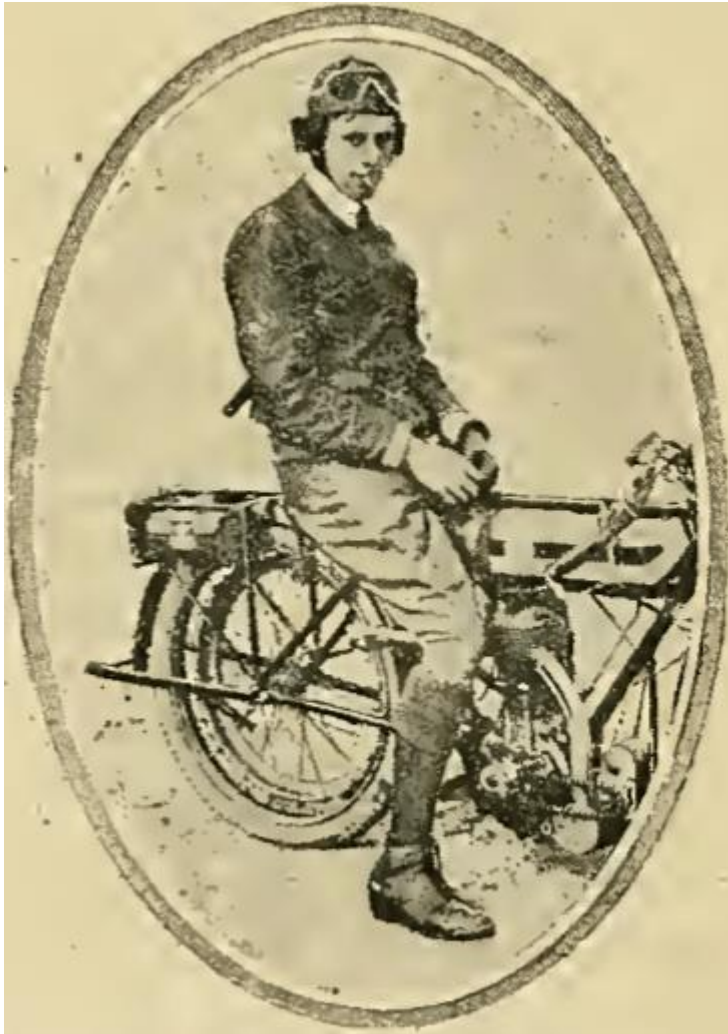


The Jefferson was available as a single and a twin.

product powered with Spacke motor. A noticeable feature is the double chain drive which consists of a short chain to an eclipse clutch, located on the pedal shaft, and then by long chain to the wheel. The right grip controls the throttle and compression release, while the left grip controls the clutch, motion being transmitted by a series of levers and adjustable rods. The machine is made by the Midland Manufacturing Company, Saginaw, Mich. The **AMC** is another new one. A noticeable feature may be found in the construction of a tank, which is made up of two distinct compartments secured to and between the upper frame tubes. One member of the of the tin tank is for gasoline only and the other for gasoline and oil. Space is allowed for the speedometer shaft so that speedometer rests on top of the tank, and no part of the shaft is visible forward of the saddle. The machine is made in single and twin cylinder models and is completely equipped with an 8in gas headlight Prest-o-Light tank, tail light, Sireno horn and speedometer. It is manufactured by the Allied Motors Corporation, Chicago, Ill. The Motorcycle Manufacturer Association meeting held during the Chicago show week was attended by 16 representatives of motorcycle manufacturing concerns. The Davis Sewing Machine Company was admitted to membership. In connection with exhibiting motorcycles at the Panama exposition, secretary, Hadran was requested to obtain information from the exposition management whether the latter could ensure the manufacturers of motorcycles not less than 7,500ft² in the Transportation Building.”

THE SCOTTISH ACU staged the Scottish Speed Championships on the West Sands at St Andrews. “The famous golfing town was *en fête*, and the varied dresses of a large number of ladies who graced the event with their presence lent a touch of colour which was decidedly pleasing. Several of the local councillors were officials of the meeting, and this, no doubt, helped towards the success of the afternoon.” A mile track had been laid out; classes included 20-lap races for 350s, 500s, 1,000s, and combos up to 560cc

and 1,000cc; “experts barred”. “The finest race of the afternoon was that for third place [in the middleweight championship] between JG Beveridge (3½hp Rudge) and EW Cheshire (3½hp Triumph). First one would lead and then the other, only a matter of twenty yards separating them at the most. On the last lap, however, Cheshire got away, and led his opponent over the line by almost thirty yards. The spectators showed their appreciation of the sporting zest of the competitors by giving both riders a great cheer.”



S Crawley (3½hp Triumph) won the middleweight (500cc) championship.



Left, RJ Braid (8hp Martin-JAP) won the heavyweight (1,000cc) championship. Right, Hugh Mason (2¾hp NUT) won the lightweight (350cc) class.

“SOME LITTLE TIME ago Ixion gave particulars of a variable gap sparking plug sold by JH Runbaken, 7, Peter Street, Manchester. Our contributor’s experiences were highly satisfactory, and Messrs Runbaken inform us that so great was the resulting number of applications for this plug that they were at the time unable to deliver. However, they can now supply purchasers from stock by return.”

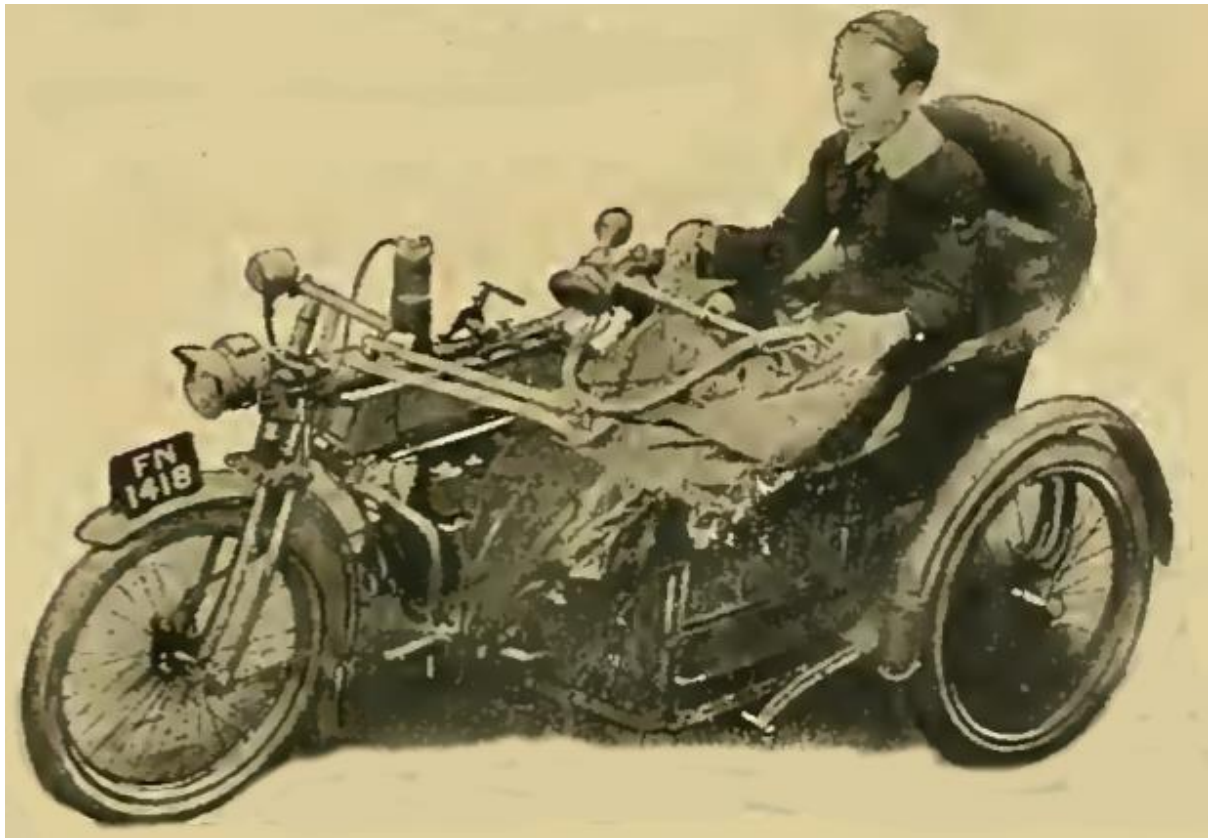
THE AMERICANS CALLED THEM rumble seats, we called them dickie seats. In either case the idea was to squeeze a passenger into the boot (or trunk, if you must) of a car, the seat being built into the boot, truck. JL Butler of Leeds extended the idea to the sidecar. Not comfortable, from the look of it; not good for weight distribution neither. But a cost effective way of converting a single seater to a double-adult.



Was the passenger called Dicky? Let’s hope so.

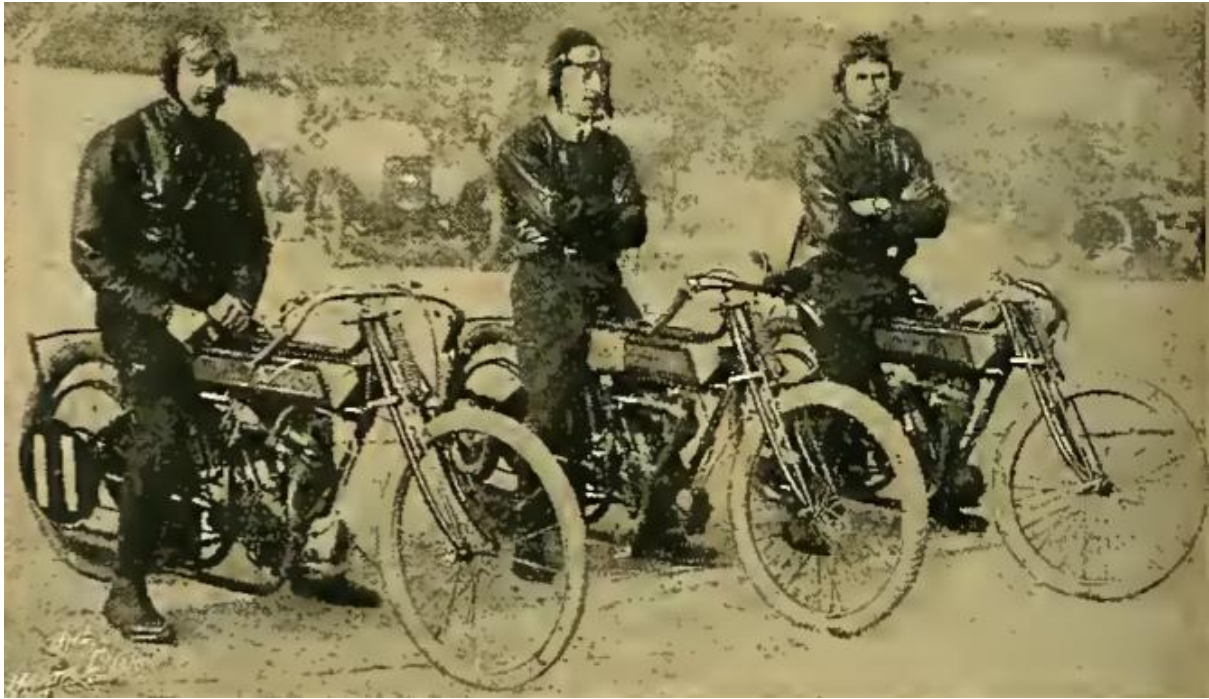
IXION HAD STRONG VIEWS on pillioneering: “I hope that most of my readers have read, marked, and inwardly digested the lengthy list of fatalities occasioned this summer by the perilous practice of carrying a passenger on the carrier...The point is that the added

heaviness of steering with an extra 9-12 stone on the carrier so often makes it utterly impossible to emerge from the tight place by a hair-raising last minute swerve. Personally, I believe the practice is so dangerous that it might even be rendered illegal...There is very little to be said in its favour, for it is at least as uncomfortable as it is dangerous and it has sprung into use for two main reasons—it is cheap, and, therefore, is resorted to by persons who have no sidecars; and it is convenient, as when the sidecar is left at home and the holiday maker picks up a crimson-jerseyed flapper on the 'prom'. The strongest argument against it has not yet been cited in print. A man or a girl has certain ill-defined rights to risk his or her own person, if the personality be regarded as worthless or the motive for risking it sufficiently strong. But we have no right to risk the lives of others without their understanding or consent, and we have no right to risk causing great sorrow to total strangers. Carrier riding infringes both these principles. The maidens—Manx or imported—who grace the carriers of so many machines in a TT week have no conception of the danger they run, and probably some of the more stalwart pillion-passengers who may be seen touring England on carriers are ignorant of the fact that they run ten times the risk they would face in any car or sidecar. Whether or not carrier riding is legally prohibited, it should be clearly understood that it is probably the most dangerous method of road locomotion in existence, not excluding the towing of a push bicycle behind a motor bicycle." An editorial added: "Already in some States of America the practice is forbidden, and the Americans are not the people to get in a panic over an odd fatality or two...No doubt, in the headstrong rashness of youth, many who indulge in this practice will put us down as alarmists, but we believe that the great bulk of serious riders will support us in our view that the practice is in the main undesirable, and few would shed tears at its abolition in this country." Not everyone agreed with him. Correspondent Leslie Mann anticipated arguments that would be used against the crash helmet law in the 1970s: "If there be danger in this practice, it is only danger to those who indulge in it, not to the general public—and I submit that anyone has a right to take risks with his (or her) own life if he so chooses. If not, why not pass laws to forbid flying, motor racing, or hunting, or for that matter any sport in which there is an element of risk? The writer of the article implies that the chief objection to the practice is that girls are more often than not the passengers carried. Perhaps he also disapproves of lady motor cyclists and 'air women'!" And a correspondent signing himself 'RWG' reckoned "the law should most certainly prohibit carrying the fair sex in this manner, but the sidecar is not in it with the pleasure of riding on the carrier straddle leg and with your feet comfortably resting on the back footrests. Corners are negotiated and vehicles are passed more easily; wind resistance is lessened, and the passenger has (like the driver) that exhilarating feeling of being part and parcel of the steed."



GR James adapted his four-pot FN combo so he could ride in the sidecar. He reported: “I find this attachment very satisfactory, and it certainly meets a long-felt want. The device can be attached or detached in less than one minute, and no alteration is necessary in the controls or any other part of the mechanism. I have applied for a patent.”

THREE ENFIELD 350 TWINS won the Senior One Hour Team Race at a BMCRC Brooklands meeting, despite being the smallest bikes on the track. H Greaves covered 55 miles 1,579 yards (despite losing a footrest on lap 17); D Ison, 54m 590y; HV Colver, 45m 275y—an aggregate 155m 684y. CB Franklin did 67m 926y on his 494cc Indian twin and S George (497cc Indian single) did 57m 38y, but their team mate BA Hill (497cc Indian single) dropped out at 5m 766y with transmission problems—an aggregate 129m 1,730y. RN Ewens (499cc Rudge) managed 52m 1,582y; L Hill (499cc Rudge), 51m 162y; CG Pullin (499cc Rudge) could only do 16m 539y—an aggregate 120m 523y. All three Rudge riders stopped repeatedly to change their drive belts. F Fena (499cc Triumph) covered 62m 1,109y, the second highest mileage of the day, but W Edmondson (499cc Triumph) only did 24m 808y and JA Manners-Smith (499cc Triumph) dropped out at 19m 42y—an aggregate 106m 199y. The final event of the day was the Press Handicap which, *The Motor Cycle* gleefully reported, resulted in a triumph for *The Motor Cycle* with its riders CE Wallis (499 Triumph) and D Osmond (350 Douglas twin) finishing first and second. OT Slough (Enfield 350) of *The Auto Cycle* was third, ahead of SEK Richardson (499cc Rudge) of *News Illustrated*.



The Enfield 350s won the team event although they weren't the fastest bikes on the track.

"GK PIPPETT, AN enthusiastic rider of a 3½hp Singer, carries a novel mascot on his machine. Recently he ran over a rat in the dark, picked it up and took it home. After having the skin dressed he is using it both as a mascot and a horn bulb cover."

THE ITALIAN CHAMPIONSHIP was decided at the 196-mile Circuito di Cremona. Competitors, from England, France, Germany, Switzerland and Italy, included Messrs Ravelli and Vailati who had ridden in the TT. A Terrot won the 250cc class and a Motot Reve ridden by Carlo Maffeis took 500cc honours but a Douglas won the 350cc event, ridden by Carlo Maffeis' brother Miro. Signorina Vittorina Sambri entered on a 250cc Terrot but had to drop out in the first lap when her bike caught fire "so it was impossible to judge of her abilities as a chauffeuse".

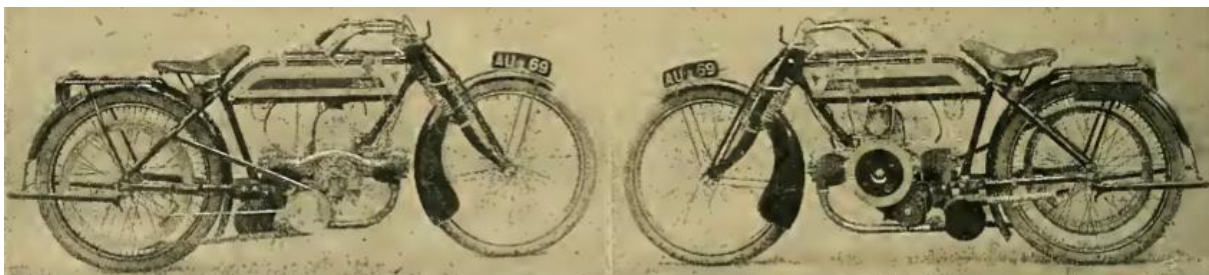


“A

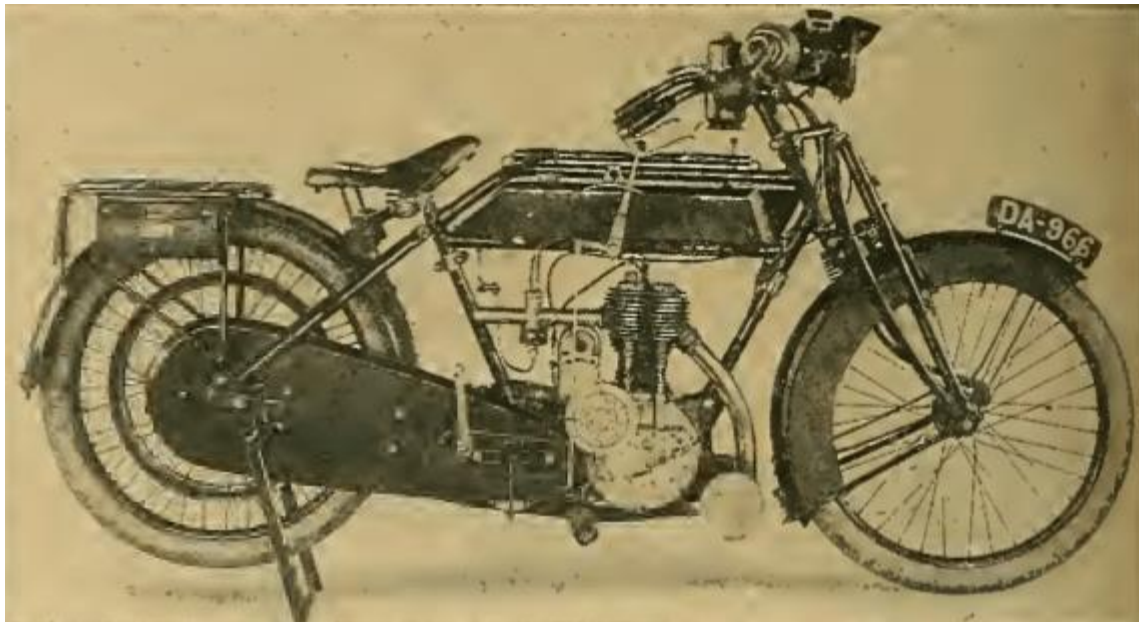
depot during the Italian road race on the Cremona circuit. Our correspondent says great confusion occurs in the depots at all Italian races.”

MOTOR CYCLE RACES were held at Helsingfors, Finland; the 2hp and 4hp were both won by a Humber which duly took the Special Prize of Honour for “the machine which accomplished the most meritorious performance and made fastest time”.

“WE SUPPOSE IT IS almost too much to ask motor cycle makers to agitate for the handy dynamo lighting sets with which cars are equipped, but we venture to think that more safe night riding would be done if small reliable dynamos were supplied in motor cycle form which would enable the road to be flooded with light at the mere turn of a switch...in the light of recent developments on cars in the way of electric engine starters and change speed devices, an electric lighting set does not seem a great deal to ask for.”

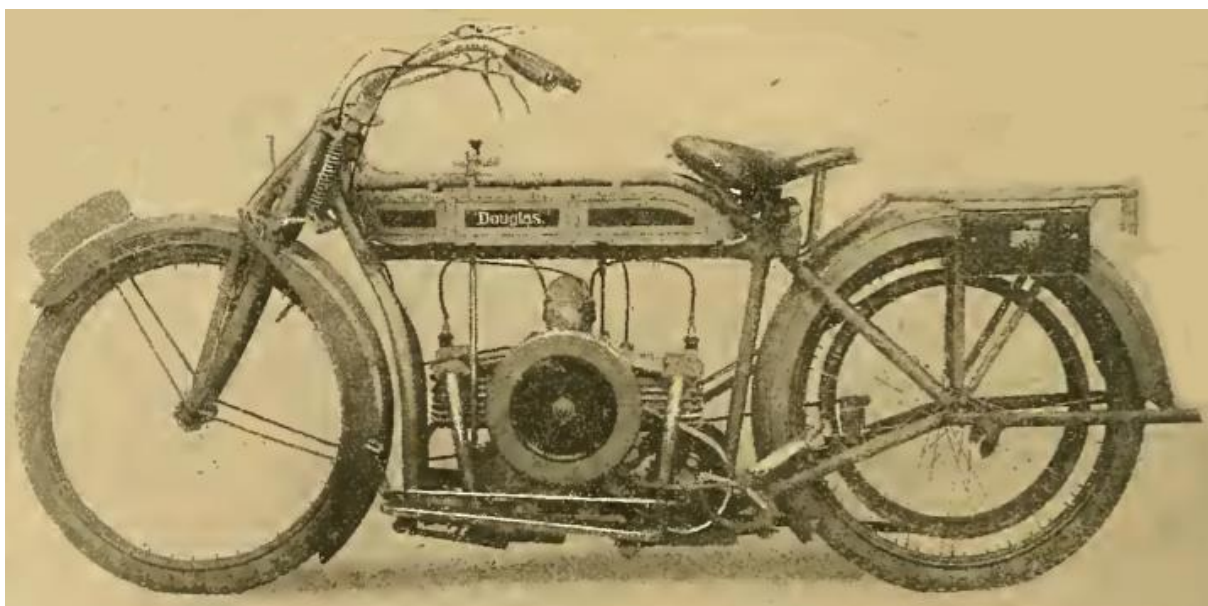


After three years' work Brough launched a 496cc, 3½hp ohv unit-construction flat twin with a two-speed gearbox. An adjustable pulley allowed top gear to be set from 4-6½:1. Brough promised a sidecar model with kickstart and clutch.

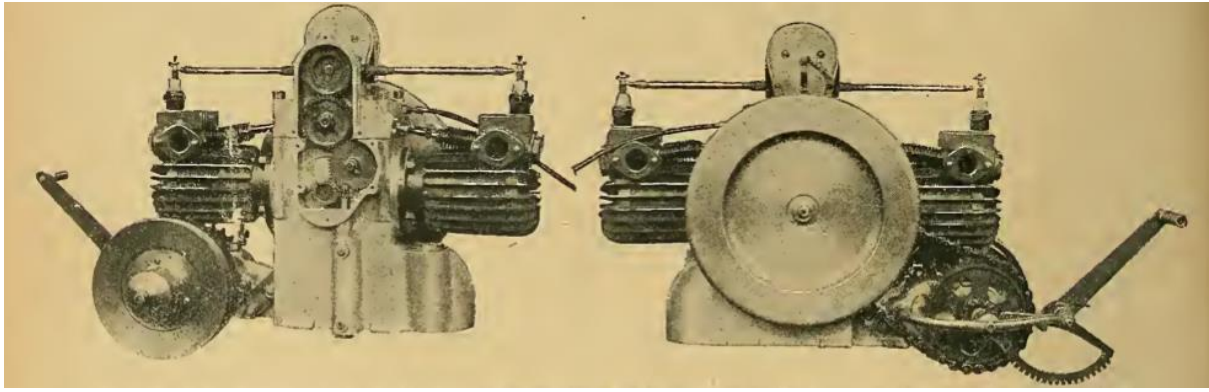


The popular 2¾hp Sunbeam was joined by a 499cc 3½hp model which shared the tiddler's oilbath chaincases but also boasted a three-speed countershaft gearbox.

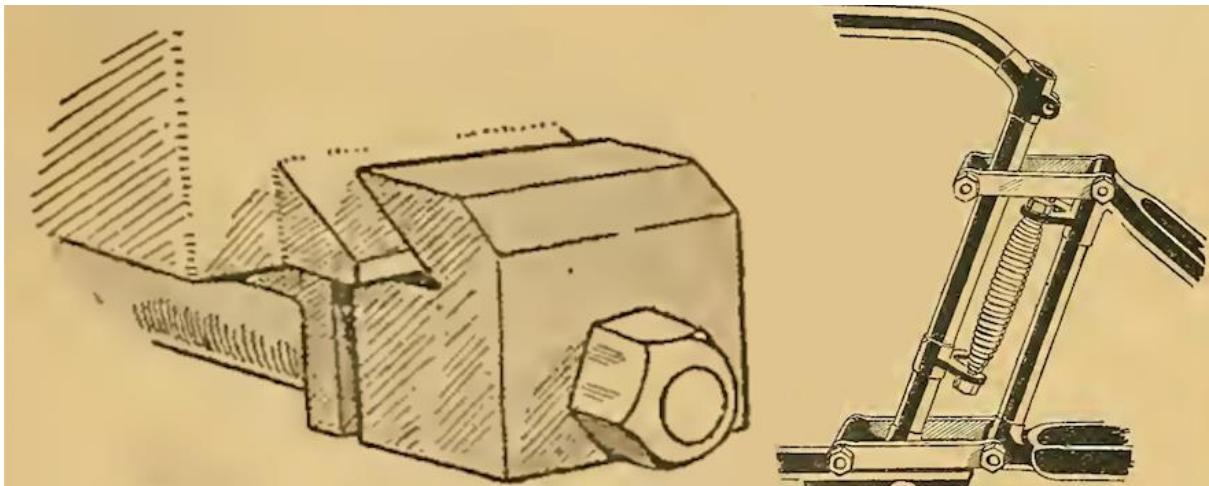
DOUGLAS HAD EARNED a reputation for flat-twin 350s that could punch above their weight; now it stepped up with a 3½hp 494cc version. The engine could be removed inside two minutes, thanks to the use of clever wedge shaped clamps. The Blue 'Un noted: "The engine is a masterpiece of accessibility...all four valves can be easily removed while the engine is in position, so also may both cylinders...by slacking two nuts on each cylinder, the top half of the crankshaft chamber can be removed, leaving the cylinders in position."



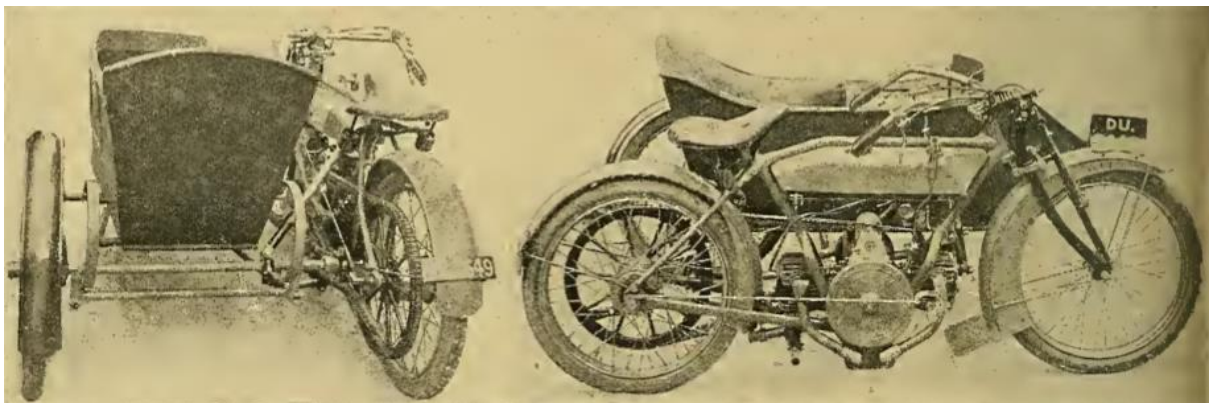
The 3½hp Douglas was designed to suit solo and sidecar duties.



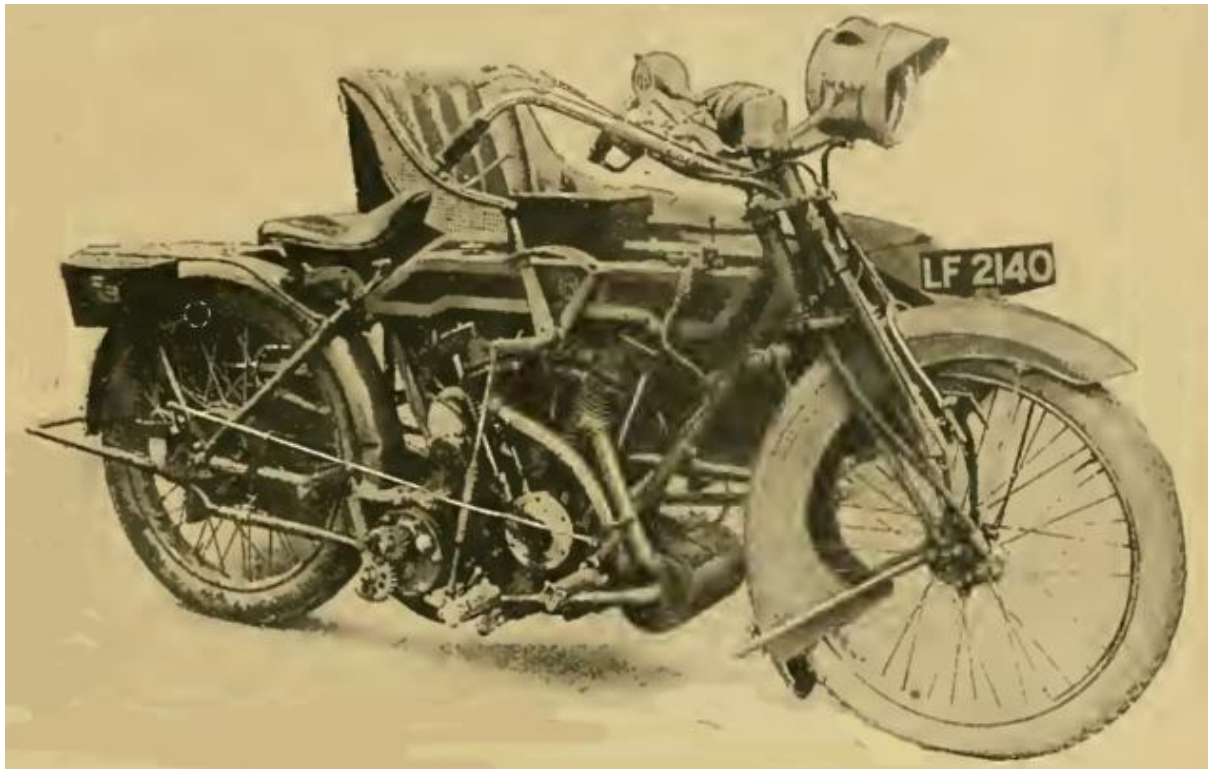
The valves on the 494cc Douglas twin had migrated to the top of the cylinders. Internal springs kept the HT leads taut, on this demo model, at least. .



Clever clamps allowed the Douglas engine to be released by undoing a couple of nuts. (Right) Douglas fitted a $2\frac{3}{4}$ hp frame with rear suspension similar to its sprung fork but stressed that “nothing will be marketed without thorough test”.



W Montgomery & Co, an established sidecar manufacturer, made a move into motor cycles with a 688cc flat twin which was, not surprisingly, intended primarily for sidecar work; it came with a three-speed Armstrong hub.

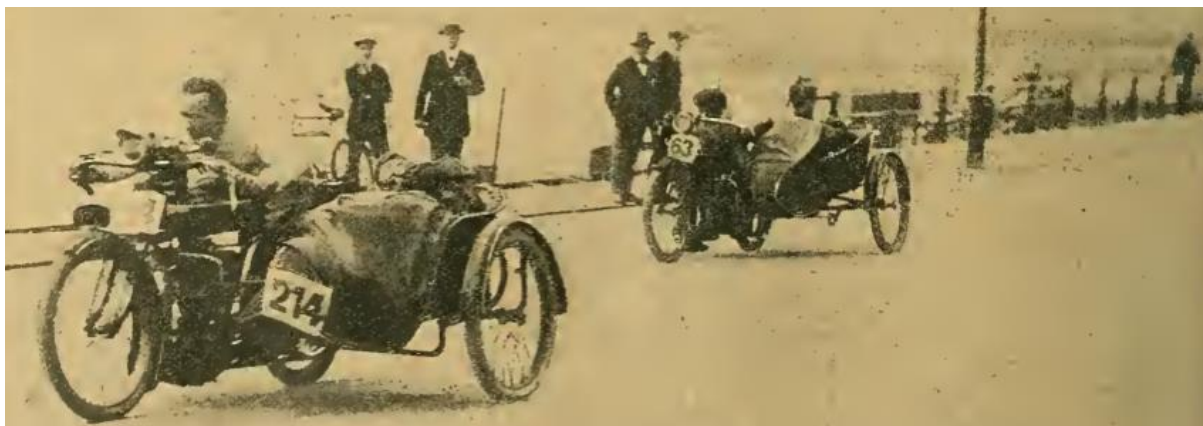


Matchless adopted an ohv layout on its 1914-pattern 7hp, 1,249cc V-twin sidecar outfit. The rocker mechanism was fully enclosed and lubricated. "Mr Harry Collier took us for a trial run for a considerable distance...the engine was dead quiet in every respect...From stem to stern the combination is a magnificent piece of work."

THE STREATHAM MCC hosted speed trials at Brighton with a record entry of 214 two, three and four-wheelers. It was the first speed trial on Madiera Drive since the 1905 racing week when Henri Cissac set a world record of 86mph on a 14hp 1,489cc Peugeot V-twin. The Streatham club didn't record speeds this time, instead it was a first-over-the-line event with 20 classes; 'experts' rode against each other as did riders in the 'general' class. (The ACU maintained a list of 'expert' riders; at this time there were about 80 of them.) The trial concluded with an inter-club tea race which was won by the hosts; the Richmond & Mid-Surrey and Public School MCCs tied for second place.



Vernon Busby (2¾hp Sunbeam) waits for the start of the experts race in the 350cc touring class; he won.

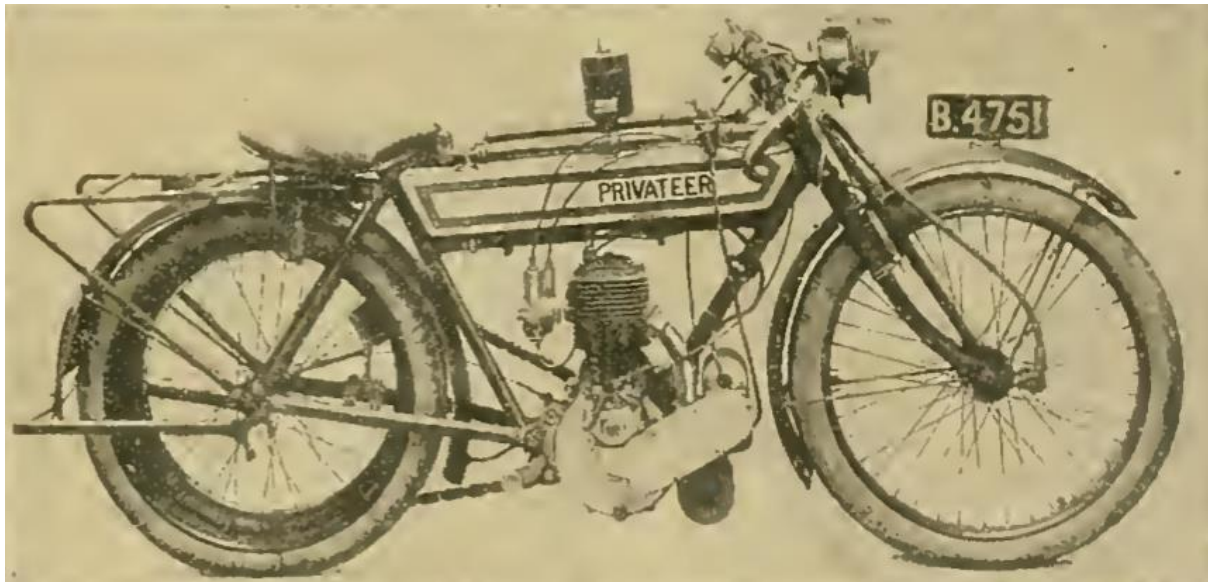


Sumner (Zenith) beat Holroyd (Motosacoche) in the general class of the touring sidecar outfits up to 500cc.

“WE HAVE NOTICED when riding on tarred roads after dark that it is often difficult to detect the border line where the road merges into the grass edging or foot-path as the case may be. When these roads are tar treated it should not be a difficult matter to lay a narrow strip of white road material down each side of the road which would prevent any possible chance of colliding with a raised footpath or kerb.”

“The EIC quartz window sparking plug adapter, which is intended to be used as a mixture detector on the basis of the colour of the flame of the explosions, should have a good sale. It is similar in principle to the Calvert quartz sparking plugs, which were sold as far back as 1903.”

“FROM HIS LONG experience of carburation, Mr Charles Binks has evolved a very simple and effective automatic carburetter, which gives a truly wonderful petrol consumption without sacrificing either acceleration or power produced...The principle on which Mr Binks has been working is that a large proportion of the petrol in a daily run is lost by being shaken out of the jet by road vibration...He arrived this conclusion after protracted road trials with a glass-sided carburetter. We undertook a road test, and, on reaching open country, carefully measured exactly one gill into a special test tank, and started on a consumption trial. The machine was driven at an average speed of 20mph over the main London- Coventry Road, and accomplished exactly 9.9 miles on the gill, giving a consumption of 157.4mpg... The machine was fitted with a Fafnir 85x88mm (499cc) single- cylinder engine, and, except for dropped handle-bars, was in full touring condition, with wide mudguards, lamp, horn, speed indicator, carrier, etc. We rode the machine home at varying speeds to prove that the jets were not too small for touring purposes, and found that, though the machine would fire evenly at a fast walking pace, it would accelerate smoothly to approximately 50mph.”



The test bike provided by Binks returned 157.4mpg.

“LAST SATURDAY THE Sutton Coldfield Club held a petrol consumption trial, and the announced results really make one gasp. In the solo class, two twin James head the list, with 334 and 320mpg respectively. We do not know the adopted means of checking the results, but we fear that many readers will require some amount, of convincing that such remarkably economical results are possible.”

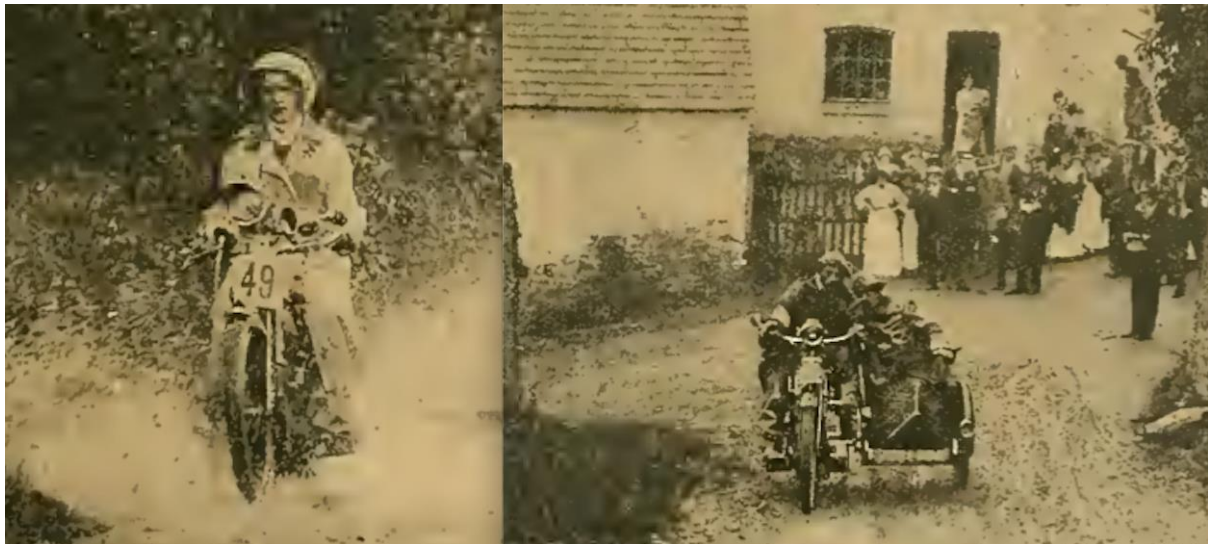
THERE WERE 59 competitors in the Birmingham MCC's 24-hour, 400-mile Birmingham-Carlise-Birmingham trial. It rained throughout the overnight run north, lots of solos went down on wet 'cobble sets'; one resourceful rider of an Enfield Combo did 250 miles with his hankie holding a snapped throttle cable together. AA scouts “rendered excellent service in showing the way, one in particular—at Tarporley—drawing many expressions of praise”. Clarke, broke the frame of his TT Aldays at Beeston Castle at 2.0am, and “it took some time to rouse the local hotel and get comfortably quartered...It might here be remarked that there are oilskins and oilskins, as some of the competitors discovered. The driving rain went through some as if they were but mackintoshes...Liefeldt (Rudge) was troubled with pre-ignition, and finally took his engine down at Preston to discover the reason...Near home Bollack had the misfortune to break the engine chain of his twin James and damage the gear—a precisely similar trouble befell him in the Six Days Trials...Young (King Dick) charged a bank. An incident which might have proved more serious occurred to H Berwick, who was riding a Hampton. A mile or two from the finish his lamp went low, so he adopted the quite common expedient of blowing into the generator. Suddenly the whole thing burst and shot out flames, which badly scorched his eyebrows. He just got in to time by the aid of his spare generator. The tired riders checked in at Birchfield with wonderful precision considering the distance they had traversed. The mud-bespattered condition of their machines conveyed to the crowd some idea of what had been encountered...” Of 59 starters only 36 completed the trial within the time limit; 29 won gold medals, three won silver, six won bronze. H Ball

(Triumph) won a trophy and gold medal for best solo performance; WH Eggington (Enfield) won a watch a gold medal for best passenger performance; RW Duke, DM Brown and GN Ratcliffe (Roers) won the team prize of three guineas.



Some of the 59 starters in the Birmingham MCC Birmingham-Carlise-Birmingham trial.

THE BLUE 'UN'S HEADLINE said it all: "Severe trial in North Wales." The trial in question was an open reliability trial staged by the Liverpool ACC over 180 miles of mud, ruts, hills, narrow lanes and meandering livestock. The first test hill, Cilcain, stopped upwards of 30 riders in their tracks: "Coopland's Indian sidecar skidded almost completely round, Gregson (Bat) and Greene (Rudge) followed suit...The solo riders had a very anxious time, riding with their legs dangling. Quite a dozen sideslipped and damaged their machines. We passed F Dover (Premier) very late by the roadside, and he called out 'gear!'. Later we caught up with Miss Baxter cooling down at the foot of a long rise after Henllan...at Llanfair Talhairn, the spectators saw many riders skidding up the hill from one side to the other, passenger machines with their driving wheels buzzing round, and many stopped altogether. Those who found Cilcain too much for them were mostly unable to climb this tongue twister...The corresponding descent to Llangerniew proved highly dangerous. Competitors descended crabwise at walking pace, being jolted into and out of stone gulleys formed across the road; at times the gradient was so steep that one could not check the progress of a machine by locking the back wheel. H Silver's Quadrant got out of hand (it was the rider's first competition), and rider and machine charged the bank, fortunately



Mrs Baxter (6hp Rex) tackles the watersplash near Llansannan. (Right) Hugh Gibson (Bradbury twin combo) climbing Llanfair Talhairn.

without doing much damage...AJ Stevens attempted to pass Wright's Humberette and cannoned a bank, which nearly spoilt his chances, and the Humberette was later held up for over a mile by a pony and trap...sheep and cattle were constantly met...By now the competitors were beginning to wonder what competitions were coming to-acrobatic performances on by-lanes or tests of reliability and hill-climbing...Pennant Hill was a long climb up a single- figure gradient-certainly approaching 1 in 4 and covered with a thick coating of real Welsh grease. Again the bunch who had failed previously konked out, but one of the most wonderful climbs was by Marston on a Triumph sidecar. He is the same rider who did so well in the Six Days Trial, and was again able to show solo men with as much engine power as he possessed that there is a great deal in handling a machine correctly...At Llanrwst a tremendous drove of sheep was encountered. Horsman (Singer) swung round a corner and ran into one of them, both finishing in the hedge. The rider was surprised to find that the sheep was killed. The shepherd demanded 30s, so Horsman wisely left his card...At Dolgellv there was another check, and then over the mountains to Dinas Mawddwy village and up Bwlch-y-Groes, which still remains, in our opinion, the fairest and most gruelling test for an engine we have ever encountered...The little Hobart, ridden by Dudley, made another surprisingly good climb, for the engine is only 290cc and Fenn. on a new three-speed counter-shaft geared BSA, which we understand is a forerunner of the 1914 model, got up very well...The Levis, ridden by Newey, again showed what an efficient little engine can do. By the way, this rider rode up from



CT Newsome (Rover) does his best on Llanfair Talhai; “he pluckily attempted to take a single-gear machine through the trial.” (Right) W Heaton (2¾hp AJS) at a secret check. He and Brown (Indian) were the only riders to make a clean run up the last test hill.

Birmingham the same morning, starting at 4am. After the trial he went home by train, hitched a sidecar on to his machine, and next day competed in the local club’s twelve-hour event...Altybady was in a frightful state. It was almost shameful to see competitors who had covered so many miles and successfully climbed so many severe hills floundering about in the mud and being bumped over the gulleys. To steer a straight course was impossible, and unfortunately there was only a strip two feet wide fit to ride on. The hill, as well as the surface, much resembled Porlock in the 1912 Six Days Trial, and we consider that the Liverpool club had a great deal of pluck in including it, especially in the light of the complaints regarding freak hills in the ACU Six Days Trials...The stragglers had a very anxious time, for they had to light lamps before Llangollen was reached and climb the worst hill in the dusk. How the checkers went on we do not know. The last section of the run was completed in darkness, two time checks being taken. The riders were thoroughly tired, for the run of 180 odd miles had been brimful of excitement, what with slippery roads and constant single figure gradients.” The Reliance Cup and the club gold medal went to JB Sproston (2¾hp Sunbeam); best single-gear performance, CT Newsome (3½hp Triumph); best amateur solo performance, RP Ravenhill (3½hp Rover); best amateur sidecar performance, W Court (6hp AJS); best amateur lightweight performance, JB Sproston (2¾hp Sunbeam); the club team award was not issued as no team complied with the requirements. Only five gold medals were won, along with 13 silver and 20 bronze. *The Motor Cycle* was moved to add a postscript: “It is all very well to take riders in ordinary sporting club events over side paths and by-lanes used only by farmers’ carts: it may be all right to include a watersplash or two, and a boulder jumping section. But when it comes to a serious trial under trade support, the primary object of which is to demonstrate to the general public who read the description of the events, and the spectators who line the course, that motor cycles have reached a stage approaching perfection, then the freakish trial is quite out of place...The tendency to include

unrideable hills has already to our knowledge disgusted a large section of the trade, and we can give this early hint that trade-supported events will not be so numerous next year.”



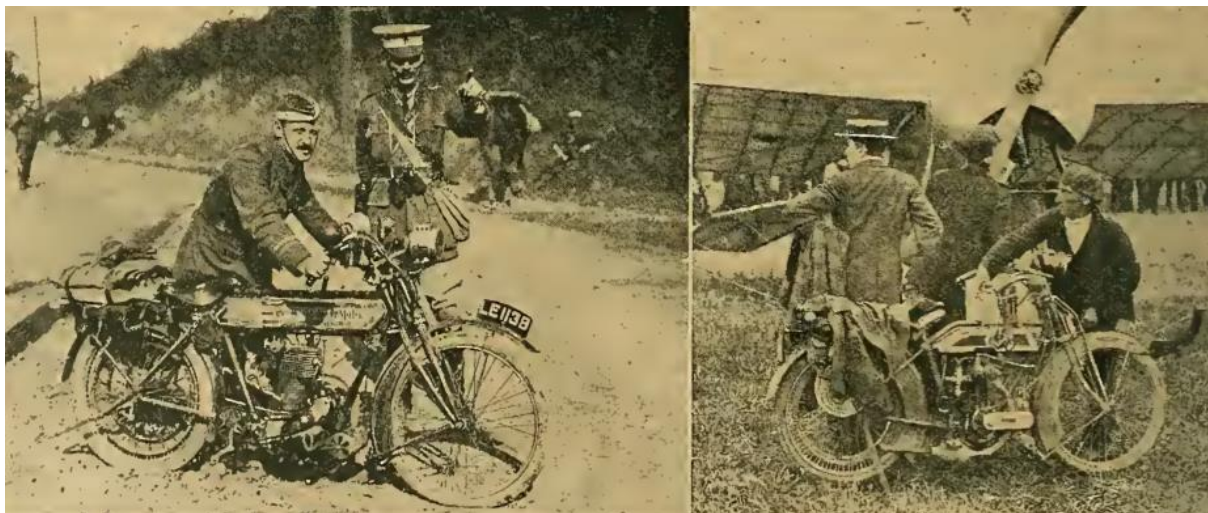
HC Marston (3½hp Triumph) and JS Watson (Sunbeam) at the Llangerniew checkpoint.

“MOTOR CYCLISTS ON manoeuvres are attached to the Directing Staff, the Chief Umpire’s Staff, the Signal Companies, the aeroplanes, and the Divisional Chief Umpires. Those doing duty with the Chief Umpire, Director, and aeroplanes usually live in hotels or standing camps in comfort, riding out and home each day. Those with the Signal Companies and Divisional Umpires bivouac with the units to which they are attached, and ‘doss down’ with a ground sheet and blanket, as tents are not carried on active service. Their motor cycles also ‘sleep’ unprotected in the open fields. Those motor cyclists who were out during the divisional manoeuvres will not soon forget the Friday night near Stukeley. It rained heavily all night; a start was made before the dawn, with everything and everyone dank, dirty, and dripping. The Divisional Manoeuvres came to an end on the Saturday morning, and bands played their regiments into the rest camps, where the luxury of sleeping in a tent was enjoyed by some. In 1910 the casualties amongst motor cyclists were enormous,

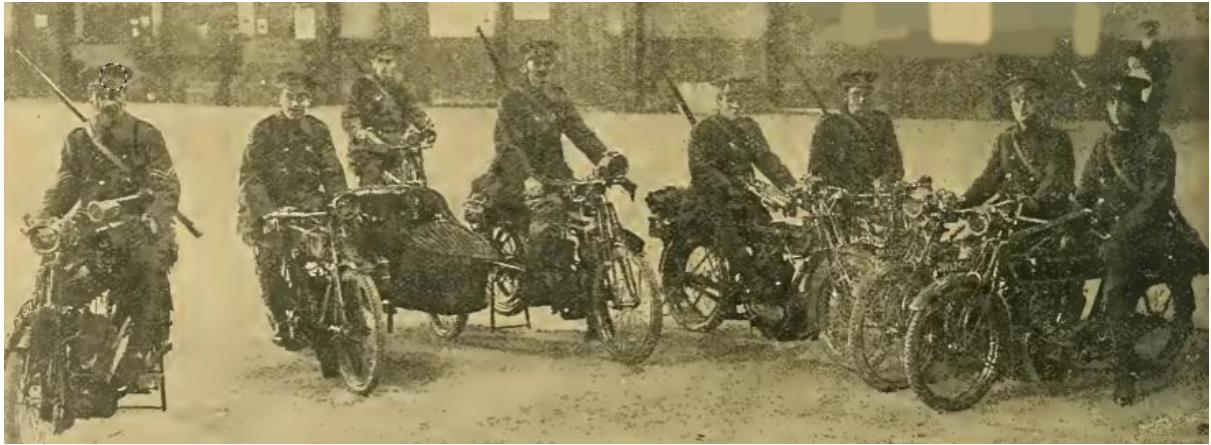


The Ulster Volunteer Corps, part of the ‘motor cycle corps’, drawn up for inspection by General Sir George Richardson.

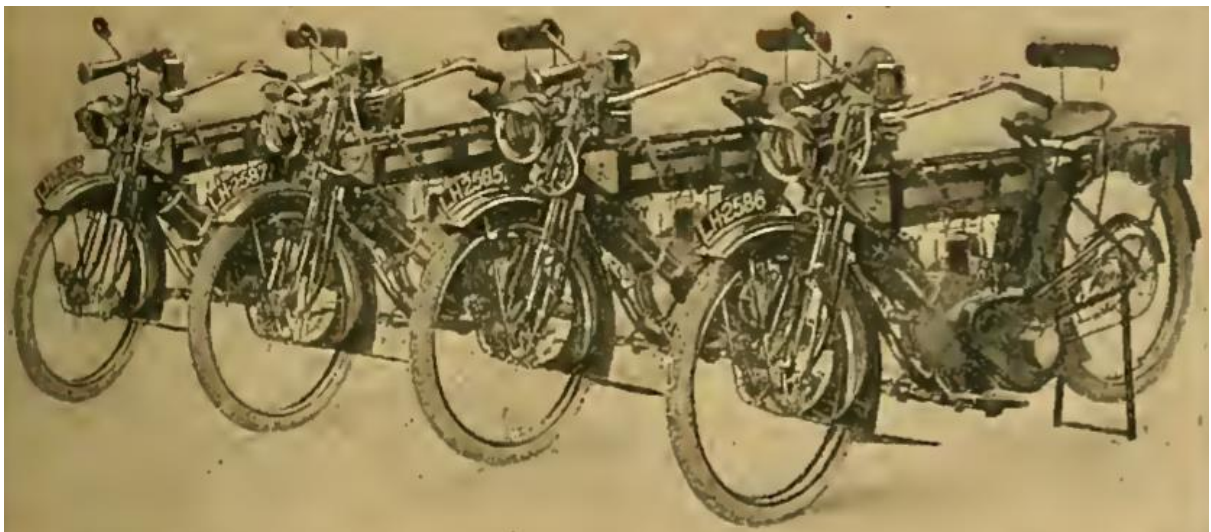
dozens of machines being wrecked or put out of action. This was due to the difficulty of passing troops and trains on the roads. Things were better in 1911, and this year the manner in which way was made for despatch riders was just wonderful, the only troublesome people to pass being the regimental bands and the yeomanry. I award the palm for giving easy passage to the cavalry and artillery. It was thrilling meeting the heavy artillery once at the trot! As an instance of the reliability of machines, there were nine of us working with the headquarters of the Third Division for ten days. Every one of the machines was in the open night and day, rain or shine, and yet after a night in the rain each machine fired promptly, and at the conclusion of manoeuvres not a single machine had crocked, the average mileage being about 650. Naturally, there were bent footrests and damaged lamps, but what would one expect when one has so frequently to ride across fields and take to ditches and roadsides! Many of the officers I came in contact with were motor cyclists, but all of them said they had more respect for their machines than to bring them out on manoeuvres. It is left for enthusiasts like the readers of *The Motor Cycle* to fill the breach, and here I find myself, tired and sleepy, yet looking forward to next year's Army work."



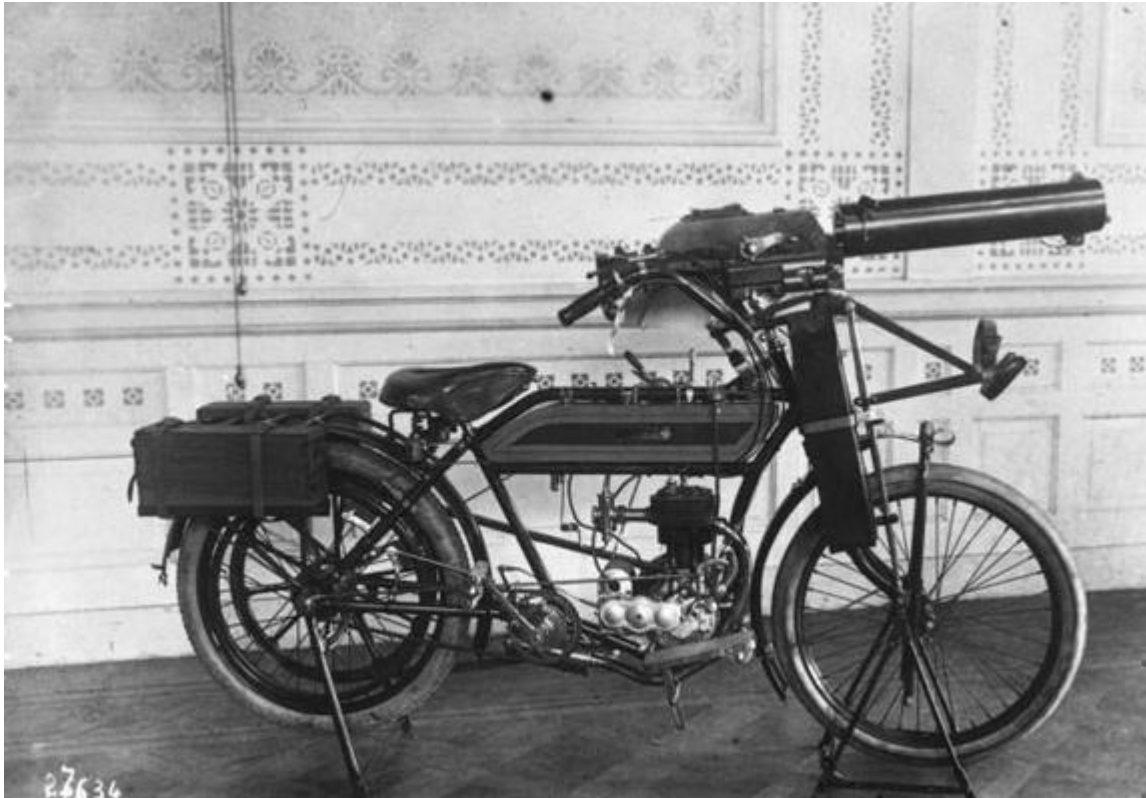
Motor cycles had become an integral part of military manoeuvres. Left, a 'motor cyclist scout' receiving instructions. Right, "Priming the 80hp Gnome engine of the Blackburn monoplane from the tank of a Blackburne motor bicycle."



“The use of the motor cycle in the army is continually on the increase. The latest innovation is the addition of a motorcycle section to the 9th Hants Cyclist Battalion (Territorials). The photograph shows the new section with their up-to-date mounts. A rifle is an unusual item in the equipment of a military motor cyclist.”



The Royal Flying Corps picked P&Ms as their motor cycle of choice; many with sidecars.



Here's one idea for military motor cycles that was not adopted.

THE *DAILY MAIL* worked out that nearly 1,500 cars and motor cycles were being registered in the British Isles every month. Up to the end of September 40,767 bikes had been registered, compared with 42,288 cars. The previous year's figures were 34,878 bikes and 32,953 cars; car sales, it seems, had finally overtaken bikes. But by year's end more than 100,000 motor cycles were registered for use on British roads. Mind you, the US motor cycle parc increased by 70,000.



Left to right, E Thompson (2 $\frac{3}{4}$ hp Douglas), JH Haigh (6hp Enfield combo), JA Stacey (2 $\frac{3}{4}$ hp Douglas), and A Boyd (3 $\frac{1}{2}$ hp Rudge), winning team in the Sheffield And Hallamshire MCC 80-mile team trial.

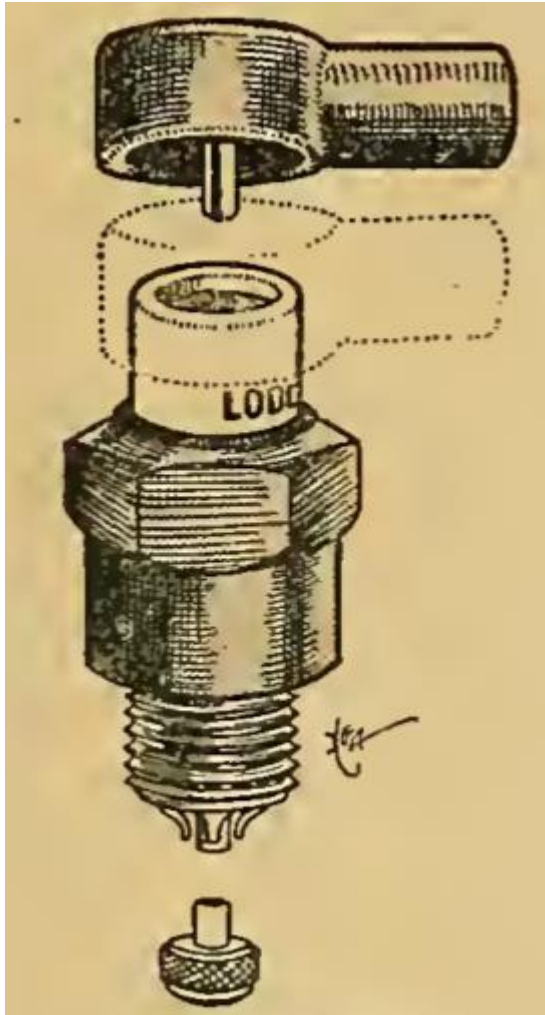
THE SHEFFIELD AND HALLAMSHIRE club was clearly at the top of its game—it won the MCC Team Trial against a record entry of 41 teams. “So representative of the whole of

Great Britain was the trial that eleven teams travelled no fewer than two hundred miles to reach the start, which amply demonstrates the great interest in the event.”

THE SPANIARDS STAGED a motor cycle race between Mercadillo and Cortederra. The winner rode a Bat; second Douglas; third and fourth, Ridges.

“ONE OF THE LADY speakers at the Church Congress at Southampton, declared last week that ‘these are the days of the sidecar’ and that ‘the days of women riding pillion were over’. We agree with the speaker on the former point, but on the latter she is not on such certain ground. But, doubtless, she was referring to a horse pillion.”

THE BLUE ‘UN REPORTED: “The new type of Lodge plug with weather-proof terminal is most excellent in design.” Party on dudes. “It will be seen that the top of the sparking plug is fitted with a special plug connection so that the high tension wire is instantly attached without having to be screwed on. It is perfectly insulated so that the wire can be detached when the engine is running, if such a course is thought to be desirable. Moreover, the end of the wire is supported by the terminal itself, and in consequence there is no danger of the wire breaking off. The special terminal also absolutely protects the porcelain from being shorted by means of wet or mud.” The praise, and the detailed description, implies that this was the first plug cap on the market, so well done Lodge.



“Lodge plug and terminal. At the bottom is seen the gauge for the distance between the points.”

IXION SUGGESTED THAT speedometers might with advantage be driven off the engine. His apology is reproduced here simply because it's such a lovely drop o' prose: "It's a cruel world, my masters! When I let fall words of profound wisdom, no kindly soul writes to praise and encourage me. But when I am overcome by one of those fits of temporary insanity which periodically overtake all great men from Solomon down to Isaac Newton and Ixion, every motor cyclist in the kingdom (and there are now over 100,000 of them) writes or wires or 'phones two hours after publication to jeer at my folly. I gave these hard-hearted cynics a glorious opportunity last week, when I had been musing over a TT machine, and considering how much nicer it would be if its speedometer were driven off the magneto chain sprocket. Obviously, this brilliant suggestion would be worse than useless for any machine except a single-gear chain driver. Consider what fearful results would flow, from its adoption. Anybody late at a control in an AU trial would merely run the speedometer on free engine for five minutes, and then inform the judges that the section was eighty miles longer than the card indicated. Any hireling of the tyre companies who desired to compose a veracious and astounding testimonial would merely do about three laps of Brooklands on bottom gear, and then write to the makers

and say his cover had done 20,000 miles, and still looked better than new. I must have meant that par for the Christmas number.”

“MR HARRY LORAINE, one of the actors employed by the British and Colonial Kinematograph Co, during the course of the construction of a drama entitled *In the Villain's Grip*, had to ride into 40ft of water at a speed of 35mph from a height of 12ft. Splendid practice for taking water-splashes, we should imagine, and even more exciting than climbing mountains, of which we have lately heard so much!”



Harry

Loraine makes a splash in the movies.

“WE HAVE RECEIVED serious complaints of the nuisance caused by crowds of motor cyclists riding through villages about church time on Sunday morning with apparently no regard for the silencer regulations or the feelings of the public. It is this kind of thoughtless behaviour which makes motor cyclists so unpopular in many quarters, and

we hope that this hint will be duly observed before strong measures are taken to put a stop to such practices.”

THE SCIENCE MUSEUM in South Kensington displayed a 2¾hp Douglas engine.

TRIUMPHS WERE RIDDEN to victory in the trade and private classes of a major race over the 230-mile Circuito Umbro-Tuscano in Italy. And in the Roman race for the trophy, presented by La Tribuna, a Triumph trio took the team prize.



Riders in the first heat of the 350cc class of the mile-long beach races at Weston-super-Mare are reflected in the wet sand; torrential rain later made belt drives slip; riders of chain driven bikes failed to hide smug smiles. Douglasses were 1st, 2nd and 3rd. First three in the 500s were Rudge, Triumph, Rudge; and in the unlimited class Indian, Rudge, Rudge. Rudge did the hat-trick in the sidecar-class up to 500cc; Zeniths were 1st and 2nd in the no-limit class, followed home by an Imperial-JAP.

AT 8PM ON A TUESDAY evening Rex Mundy left the ACU garage in London an 8hp/964cc water-cooled Williamson combo. At 8.15pm the next evening he arrived at the National Art Gallery in Edinburgh. The outfit was actually on the move for 22hr 50min; an average of 18.4mph over the 394 miles. But here's the point: the engine ran non-stop for 24hr 50min. The wheels stopped turning for 1hr 19min “for food and convenience, and oil and petrol replenishments”; the radiator was topped up five times and the automatic oil feed was adjusted, which took 38min 30sec—that aside the toolbox remained closed. The ACU duly issued a certificate to mark the run, which was conducted under its open competition rules.



Rex Mundy and

his passenger, an official ACU observer, at the end of the non-stop run.

“NO WATERPROOF GARMENTS sold to motor cyclists have been more successful than the Hutchinson waders, sold by the Hutchinson Tyre Co, 70, Basinghall Street, EC. These keep the trousers and boots absolutely dry and clean, and are quite impervious to the most drenching rain; in fact, they may be washed by wading in a stream.” ‘Hutchis’ would be a mainstay of all-weather motor cycling for years to come, often combined with a waterproof poncho.

EXACTLY 179,926 MOTORCYCLES were registered in Britain; about 17,000 were exported.

VILLIERS WAS AT Olympia with a 269cc two-stroke. It was so successful that Villiers, which was then producing four-stroke engines and motor cycles, would concentrate exclusively on two-stroke proprietary engines for the best part of half a century and would power countless British lightweights.

“SATURDAY’S DOWNPOUR AT Brooklands: The weather unfortunately marred what promised to be a very successful day’s racing at Brooklands last Saturday. We found a few riders taking shelter in the Paddock...Many competitors had travelled a long distance to take part, Healy, for instance, having brought his Rudge from Dublin. The event is to be held next Saturday.” Up in the Midlands the morning stayed dry...

...THE COVENTRY AND Warwickshire MC's eighth annual hillclimb, on Swerford Heath, just off the main Banbury-Chipping Norton Road, was so well run that the whole event was over within two hours. As *The Motor Cycle* reported: "Just as spectators began to arrive at the Coventry and Warwickshire Motor Club's hill club it was all over, for, thanks to an early start and excellent organisation, there was no waiting between the classes, and exactly two hours sufficed to finish the competition. And it was fortunate that a start was arranged at mid-day, for, about



Douglas Brown gets his 3½hp Rover under way at the start of the half-mile climb .

one o'clock, the rain which had threatened on and off all the morning developed into a settled downpour, and by two o'clock the road surface was decidedly slippery. Had a later start been fixed upon the event would have suffered the same fate as the Brooklands championships." Mind you, the Coventry boys wouldn't have been too sympathetic: "The entry numbered nearly 150, including many well known riders, but the combined BMCRC and ACU event at Brooklands undoubtedly affected the entries considerably, and to say that the Coventry Club Committee are not pleased at the ACU's action in refusing a permit for the original date the Coventry Club selected at the last Olympia Show...is only putting the matter mildly. It was the ACU who...caused the unfortunate clash..." The competition itself was exciting with one or two



“One of the TT Scotts at the Coventry hill-climb. Observe the method of fixing the handlebars to the base of the steering head.” Yep, a 1913 Scott with clip-ons.

surprising innovations: “...Speeds went up in the TT Class, which was splendidly supported, De la Hay (Sunbeam) leading off the ball at a tremendous pace for a 2¾hp in the absence of Haswell, who was at Brooklands watching the rain come down. Gilbert Hall followed on a 3½hp Scale-Jap, and the rider struck us as among the very fastest, never cutting out and bounding up the hill at express speed. By the way, Hall brought his machine from Derbyshire mounted on a special sidecar framework built to accommodate it attached to a 7hp Indian [an early example of the sidecar ‘floats’ that were commonly used to move bikes about many years later]...Dudley’s 2½hp Hobart dashed between the lines and seemed a certain formula winner, but on receiving the signal to restart he let in his clutch pedal too suddenly, and the front wheel twice rose in the air like a bucking broncho buster, and finally tried to climb a pole supporting a rope to keep the spectators back [in other words, he wheelied in the days before anyone called it a wheelie]...All eyes were now turned to the two racing Scotts, HO Wood (the TT winner) and AA Scott (the designer)...Wood was not so speedy as it was expected he would be, though his riding position seemed ideal. The handle-bars were attached in an unusual position at the bottom of the steering head [an early example of the ‘clip-on’ handlebars that would, half a century later, feature on countless racers and cafe racers]...Lucas had a tiny sidecar on his Triumph pointed front and rear, and his passenger was so tight a fit that it was suggested that a shoe horn would be necessary to extricate him...



JH Pountney (3½hp Rover) on his way to victory in the 'stopping and starting' class.

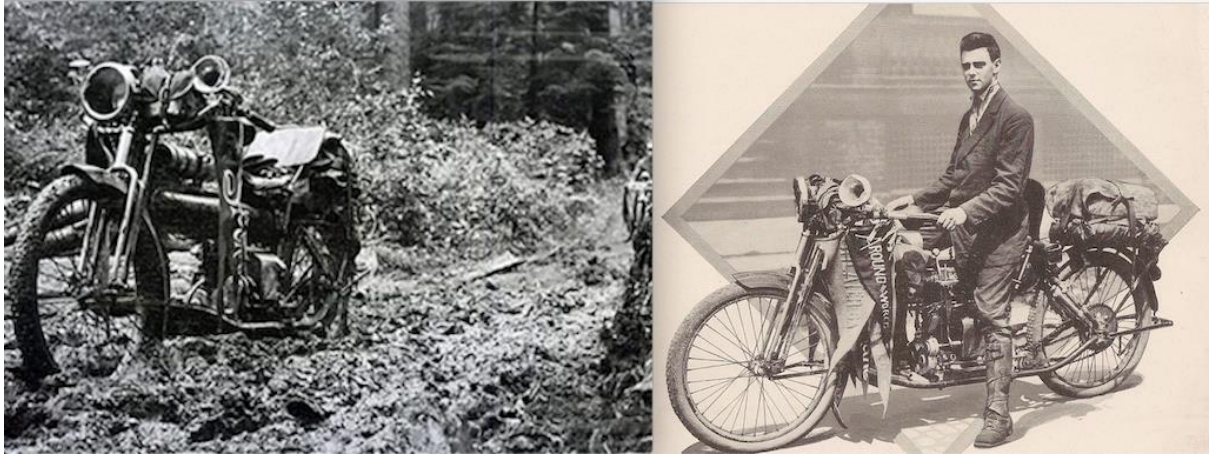
YOU MIGHT RECALL THAT the four-pot Henderson was launched in 1912 (come on it was only a year ago) and one of the new bikes had sailed out of New York en route for Europe and all points east (and, eventually west). Here's how the odyssey was described in a Henderson ad which appeared in *The Pacific Motorcyclist*: of 6 November: "Carl Stearns Clancy of New York City riding a 1912 Henderson has set a new mark in motorcycle achievements by the completion of his trip around the world. Late in October 1912, Clancy sailed from New York for Liverpool with his Henderson. He travelled to the remotest sections of England, Ireland and Scotland. Then across the channel to the Continent. Through Germany, Belgium, France, Spain, Switzerland and Italy to the shores of the Mediterranean; across to Africa and through Algiers and the Sahara Desert. Through the Suez Canal to Ceylon, where a Henderson service station furnished road data for touring the island; on through India into China; across to Japan, the land of 'rickshaws' and narrow, square, cornered roads; then the last big water jump across the Pacific to the USA. From San Francisco through the almost impossible Northwest; on across the prairies to our factory [in Detroit] and four days later arrived at his destination, New York City, having covered 18,000 miles in ten months. Throughout Europe, in Africa,, on the remotest islands of the Indian Ocean, in India and Japan, Clancy for Henderson agencies and service stations. So rapidly has our export trade developed in eighteen months that 1-4 of our 1913 output was shipped to foreign countries. Why did Clancy dare to invade these out-of-the-way corners of the earth , thousands of miles from the base of supplies? Why does our export trade consume such a large proportion of our production? BECAUSE from its conception the Henderson has been built to stand not the 'grind' of days but MONTHS of the severest tests to which motorcycles have ever been put. It is not gratifying to ride or handle a motorcycle whose efficiency is KNOWN by such exceptional evidence as we offer? Then write us at once for the Henderson letter." Pacific Coast Distributor AM Kupfner Corp, 931 S Main St, Los Angeles, Cal."



Roadside snaps from France, Italy, Algiers and 'Africa'.

Clancy started his trip with a pal named Walter Storey, who had bought his own Henderson Four (but hadn't actually learned to ride it). They landed in Dublin and almost immediately Storey collided with a tram. Once his bike was repaired they rode together through Scotland and England then over the channel to France where, according the *Irish Times*, they "enjoyed the delights of Paris," from museums to the Moulin Rouge. Storey decided to stay in Paris; in one of his regular telegrams to the *Bicycling World and Motorcycle Review* of New York. Clancy mentioned that his pal was tempted by "the vigorous, throbbing life of Paris and its citizens". He rode on alone to Spain from where, he reported: "I had expected poor roads in Spain and was not happily disappointed. To all those who are planning to motorcycle in Spain let me give this one word of advice—don't! Occasionally I would meet a stretch of smooth surface but for the most part the roads were so full of holes, and water breaks, and fords that there was no fun in it." In North Africa, "six Arabs on ponies suddenly appeared and gave chase, firing their rifles." Clancy was able to outrun them. According to Clancy's reports his favorite country was Japan, "...the most fascinating country in which to motorcycle. Everything is so different, so beautiful, so peculiar in its charms." In Ceylon (Sri Lanka) he had several close encounters with water buffalo and leopards; jackals regularly prowled around his tent at night. And after sailing across the Pacific he reached San Francisco where another mate, Robert Allen, joined him aboard a 1913 model Henderson (which, fortunately, he knew how to ride) for the final 4,500 miles to New York. This, Clancy reported, was the toughest part of the whole trip, including days where the two Henderson riders could barely cover 20 miles from dawn till dusk. "I feel safe in saying," he concluded, "that by no other means could I have obtained [such a] broad insight into conditions in foreign countries."

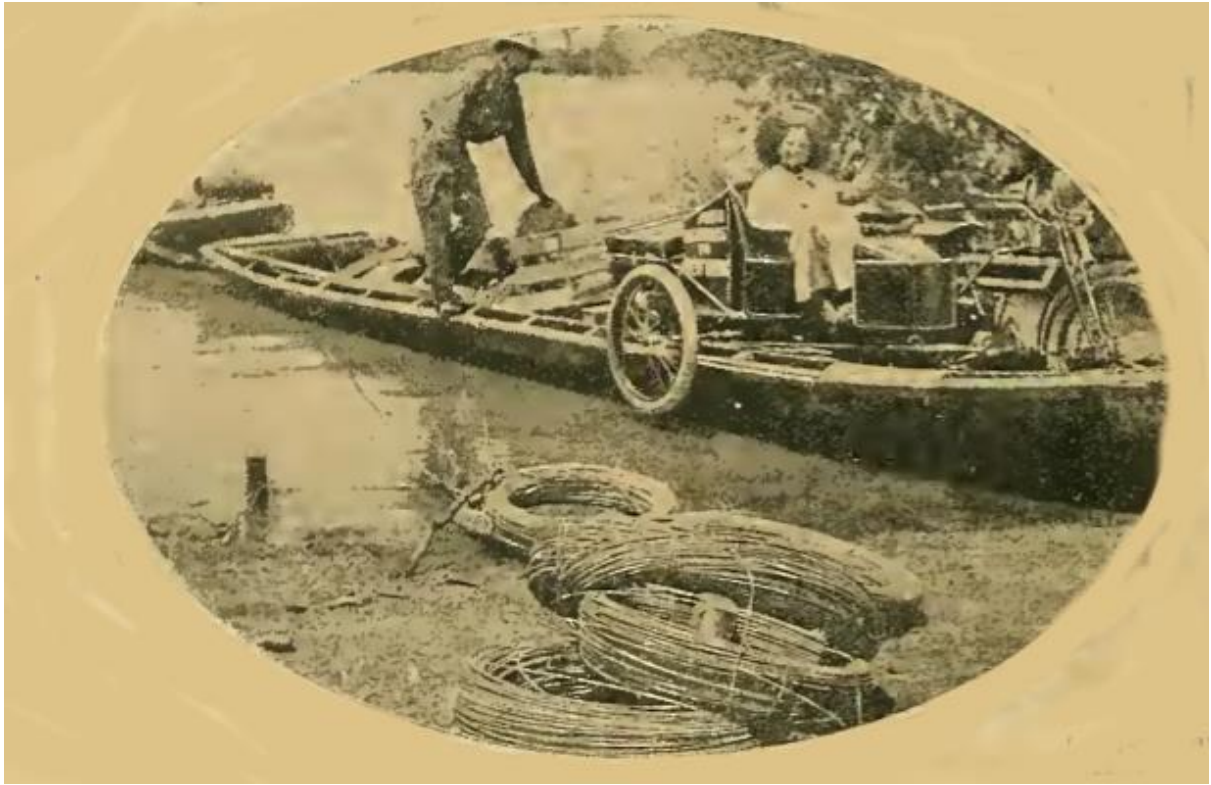
And he predicted, "Give China a little time, and she'll not only have plenty of trunk roads, but one of the richest countries on the globe. Nothing can stop her." He was also impressed by the Lake District: "Coming suddenly over the brow of a well graded hill, the full glory of a mad jumble of the towering Cumbrian mountains, bald of all trees except those protected in deep crevices but rich with deep brown and purple heather burst upon our sight...Throwing out our clutches we glided silently down the winding road, presenting a new vista at every turn, and then continued slowly on past numberless silvery cascades racing down seemingly from the very cloud tipped summits of the precipitous peaks."



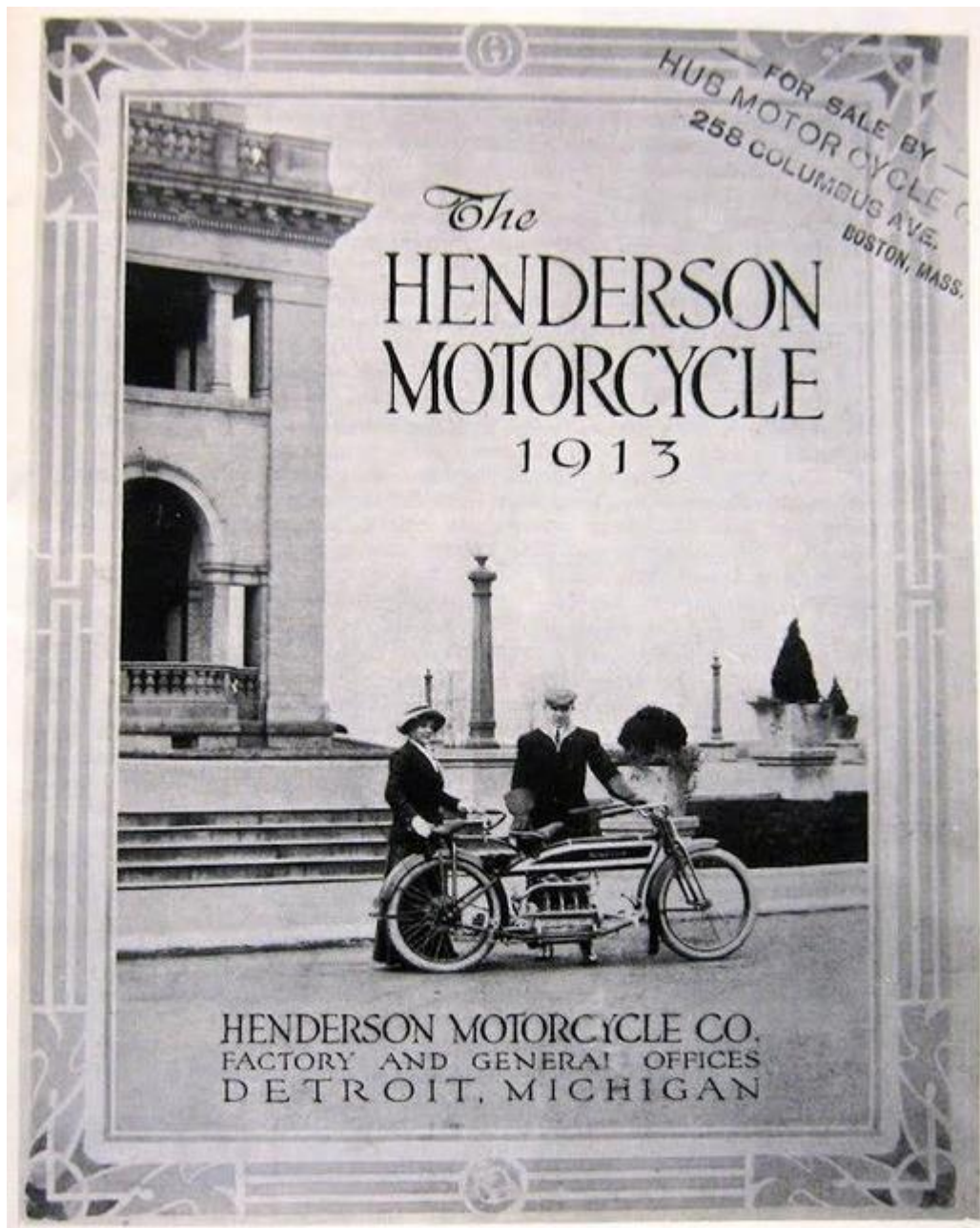
You don't need a sidestand when you have Idaho mud. Clancy was the first motorcyclist to ride round the world: he did it with a brand new design, 7hp, a single speed and a range of 100 miles (with oil consumption of 90 miles per pint). This was Clancy's only long-distance ride; he went on to produce or direct a series of Will Rogers movie and made documentaries for the United States Forest Service. "Much of the fascination of the motorcycle," he wrote, "lies in the spirit of companionship that it encourages."

Clancy wasn't the only Henderson-mounted adventurer to cross the USA that year...

FROM THE *FORT WAYNE Journal Gazette* "Seven thousand four hundred miles is the motor cycle record made by Mr and Mrs LeRoy Snodgrass who ride a motorcycle from Los Angeles, Cal to New York city. Mrs Snodgrass rode in the sidecar attached to her husband's motorcycle [a four-pot Henderson]. They carried their own camping outfit, living independent of hotels and restaurants and arrived in New York in the best physical condition." Leroy spoke of pushing his combo across streams, resorting to his 60ft rope and block and tackle to pull it up the far bank. He would then walk back through the stream and carry his wife across upon his shoulders, pointing out that she didn't require the use of the block and tackle.

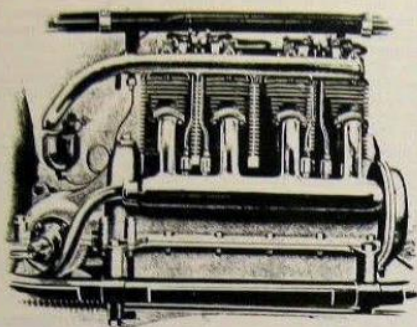


The Snodgrasses crossed the USA on a Henderson outfit; it's fair to say it wasn't easy.



It's nice to

think that the Snodgrasses had the Henderson handbook with them...



RIGHT SIDE OF MOTOR

Details of Mechanical Construction

MOTOR

The Henderson motor was not designed in a season, but is the development of many years of study and experiment. No matter what severe tests it is put to, it cools perfectly, always runs smoothly and quietly, delivering its maximum rated horsepower without apparent effort and with no vibration whatever. Its perfect balance and constant torque give it a flexibility that permits the rider to throttle down to five miles an hour, or to sprint away quickly from a standing start with astonishing ease.

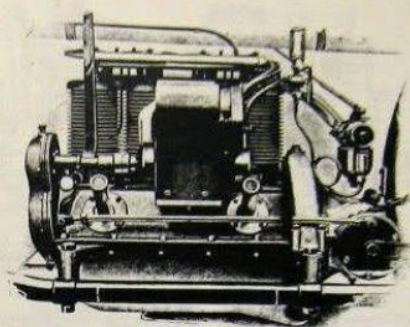
The cylinder bore is 2 3/4 inches, and the stroke 3 inches, giving a total piston displacement of 65 cubic inches.

The Henderson motor is not only powerful, but it develops the constant power that is only possible with a multi-cylinder motor, and has none of the jerky, erratic action that is found in motors with less than four cylinders. Vibration is the greatest enemy that any piece of mechanism has to contend with. The racks and strains, due to constant vibration, will wear out the most conscientiously-built motor. Continuous power eliminates vibration. The Henderson motor has continuous power.

CARBURETOR

The well known "Schebler" carburetor needs no introduction. The Standard model "H" is used with an added improvement on the air valves. This improvement consists of adapting the air valve spring perfectly to our motor, making only a single turn of the screw necessary for any adjustment due to variation in climate.

The intake manifold is a single bronze casting, designed with great care to assure an equal distribution of gas to all four cylinders.



LEFT SIDE OF MOTOR

IGNITION

The ignition is a feature in which we have spared no expense in attaining maximum efficiency.

The magneto—the latest product of the Bosch factories, produces what magneto makers have been striving to attain for many years, a fat, hot spark in retard position. The wiring is in keeping with other features of the Henderson, and is inclosed in the nickel plated brass tube secured firmly to the cylinder heads. This tube is lined with fibre to insure perfect insulation and prevent wear on the wires.

SPEED CONTROL

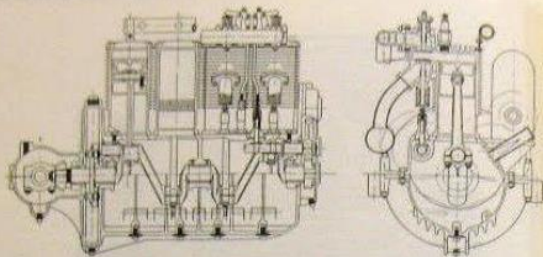
Handle bar grip control is used for both spark and throttle. A ratchet device is contained in the grips so that they remain in the desired position until deliberately turned.

CONNECTING RODS

The connecting rods are drop forged I-beam section, split at the crank pin end to allow take-up for wear in the bearings. The wrist pin bearing is a bronze bushing pressed into the connecting rod.

BEARINGS

The crank shaft, cam shaft and connecting rod bearings are all of white bronze, and the jack shaft bearings of the best grade of phosphor bronze. Much care and experiment has been given to the selection of the proper materials for each bearing.



WORKING DRAWING OF MOTOR

CYLINDERS

The cylinders are cast complete in one piece with the valves in a side extension or pocket. The form of this valve chamber is one of the important features of the motor. The valves are located one over the other and the chamber extends out from the cylinder sufficiently to allow a free passage of air between the exhaust valve pocket and the cylinder wall, thereby greatly facilitating cooling of the valve seat and avoiding over-heating the cylinder wall and the consequent warping of the valve seat and cylinder.

Other valuable features of this integral construction are the elimination of the leakage, practically unavoidable where cylinder and head are separate, and warping of the valve or seat through unequal heating of the metal at that point.

The material is the finest quality of gray iron specially selected for the purpose, and the design and workmanship such that an absolute uniformity of thickness and freedom from sand pits or blow holes is assured.

PISTONS

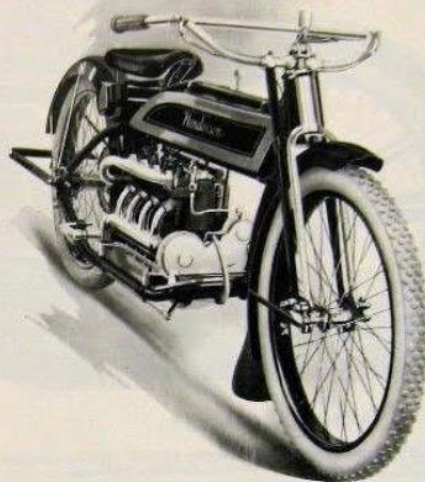
The pistons are the same metal as the cylinders, extremely light and perfectly balanced, with three perfectly ground rings and deep oil grooves. The rings are ground on three sides to assure perfect fit in the piston and equal pressure at all points on the cylinder walls.

Piston pins are hollow steel, ground to size and finish, and secured in the piston by binding screws that will not loosen under any circumstances.

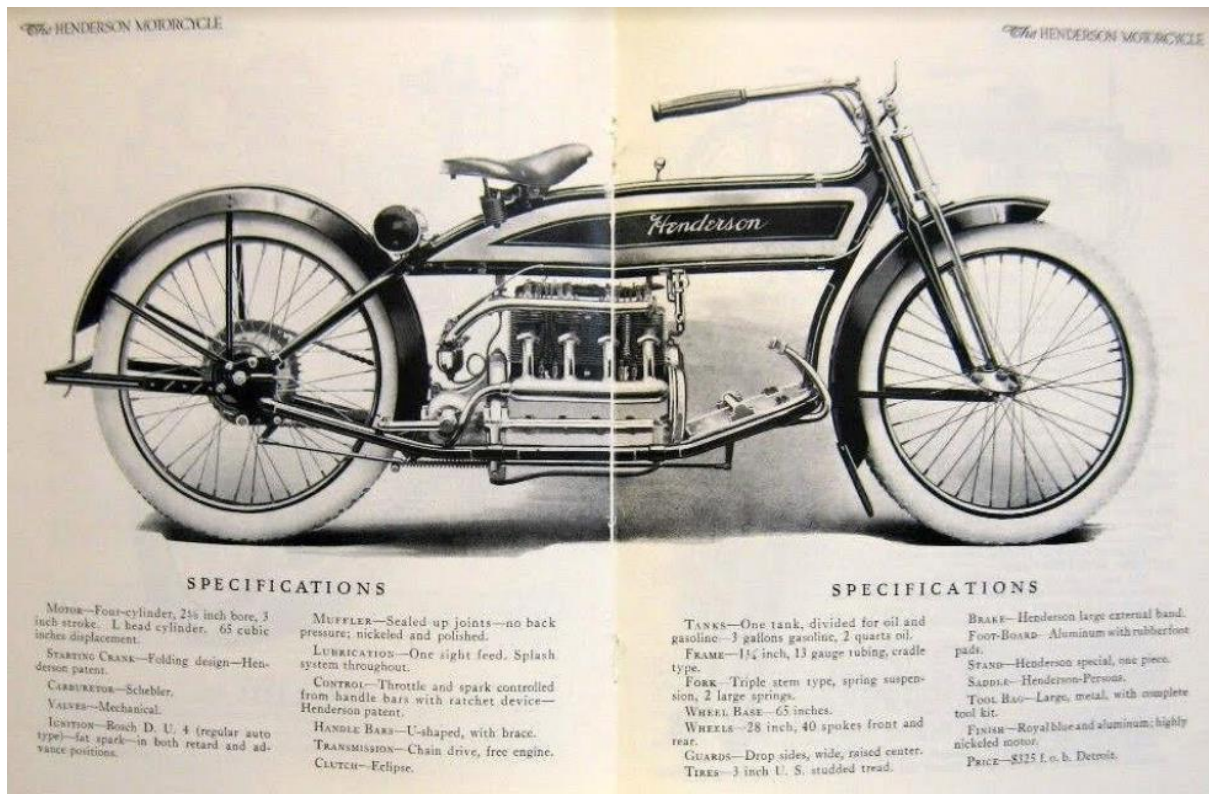
CRANK SHAFT

The Henderson crank shaft is a one-piece drop forging, with three bearings of ample size and an auxiliary bearing between the flywheel and driving pinion.

The forging is doubly heat treated to give the utmost degree of strength and toughness, after which it is machined to size, hardened, and all bearing surfaces ground to perfect accuracy and finish.



PRICE \$325.00



LOUIS AND TEMPLE Abernathy, aged nine and 12, rode an Indian for 2,000 miles from Frederic, Oklahoma to New York in nineteen days and began to plan a tour of Europe. What follows is not relevant to the story of motorcycling but is too good a yarn not to share: Two years before they had ridden horses from New York to San Francisco for a \$10,000 prize, on condition they didn't eat or sleep indoors during the trip. They took 62 days so missed out on the prize but set a record. In 1909 (when Louis was 5 and Temple was 9) their dad sent them on a 1,300-mile horseback ride from Guthrie, Oklahoma to Roswell, New Mexico and back 'to toughen them up'. Jack Abernathy was the youngest-ever US Marshall, appointed personally by President Teddy Roosevelt after demonstrating his ability to catch live wolves in his bare hands on a hunting trip. 'Catch 'Em Alive Jack' had played piano in saloons starting at age 6, making 10 times more than the cowboys he played for. By 11 he was a cowboy and, aged 15, he was in charge of breaking the toughest horses at his ranch. Louis and Temple also rode across the country to meet Teddy Roosevelt, joined him in a tickertape parade and became nationally famous as the Abernathy Kids.



For the 'Abernathy Kids' a 2,000-mile cross-country run was a cakewalk.

LEE I HUMISTON HURTTLED round the one-mile Playa Del Rey board track in Los Angeles on his 1,000cc Excelsior to cover 100 miles at an average of just over 88mph. He also covered a flying mile in 36sec dead which, assuming the colonials had accurate timing gear, equates to 100.002mph, making Humiston the first motor cyclist to do a ton (not forgetting Glenn Curtis's astonishing 136mph in 1907; but that was on a two-wheeled testbed powered by a four-litre V8 aircraft engine).



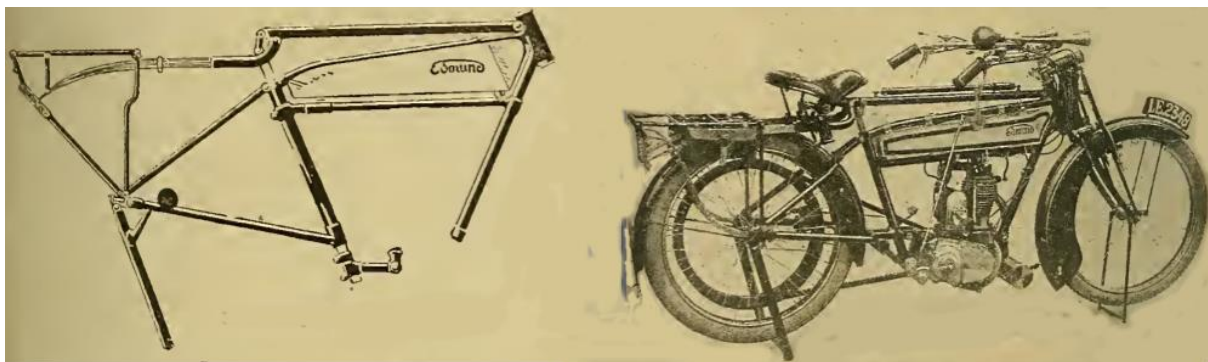
Lee Humiston was the first rider to cover 100 miles in an hour.



“The average number of British motor cycles exported weekly is 326. They are sent to every corner of the globe. Our photograph shows members of the Rangoon MCC, the machines shown representing four Ridges, three Triumphs, three Humbers, two Rovers, and two BSAs, one each Bat, Indian, and VS.”

THE BLUE ‘UN TRIED out a spring-frame Edmunds fitted with a 2¾hp Villiers engine Brampton Biflex forks and two-speed gear. It was ridden up a “true hill that really required power...The machine fairly jumped about all over the road, the spring frame doing excellent work. The surface was so bad that a very slow approach had to be made. Accordingly we engaged the low gear and made our ascent without having to touch the ground once with our feet, though at times the back wheel slipped on the loose

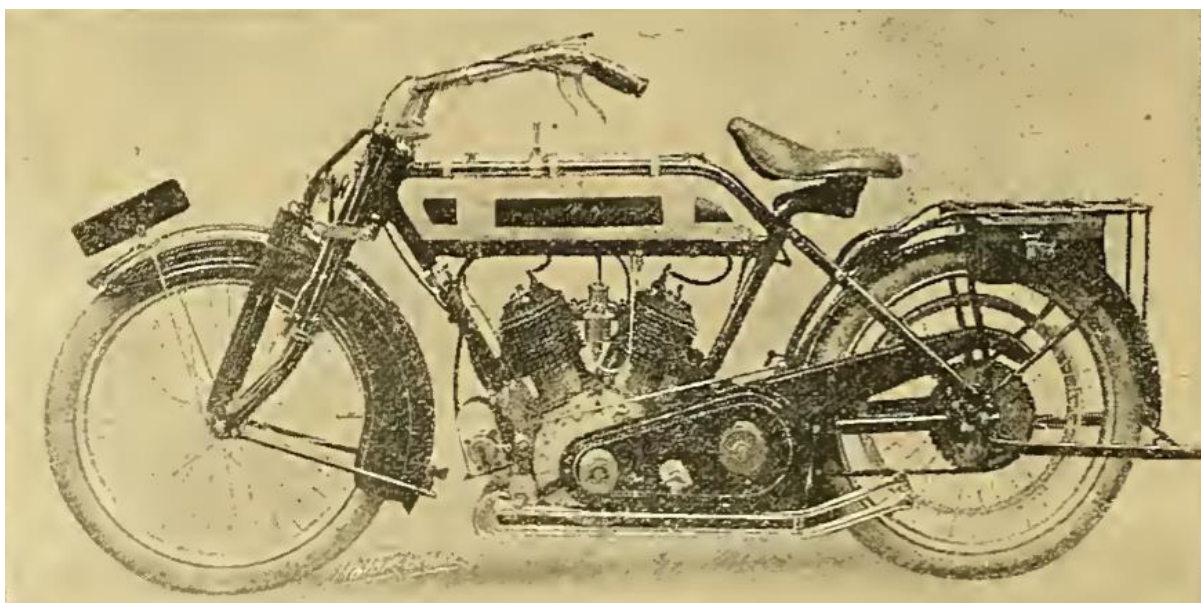
surface...Though not fast as modern machines go, it was capable of keeping up a very good average. It was excellent on hills. The engine is very free from vibration. The hand-controlled clutch is at once simple and sweet in action. The machine steers well, though, personally, we should prefer rather shorter handle-bars. Also, we should favour a different type of gear quadrant, as the gear lever is rather inclined to jump into the free engine position on bumpy roads. Again some device is needed to lessen the noise of the overhead inlet valve rocker, which spoils an otherwise quiet running engine. We would say a word for the extreme comfort of the Edmund spring frame and Brampton Biflex forks, and after riding a TT machine for a long period, to say the least of it, we found it very luxurious...[it is] one of the most pleasant medium weight machines it has fallen to the writer's lot to ride." Edmunds also promised a version with a 3½hp 496cc MAG V-twin and an Enfield two-speed countershaft gearbox.



The Edmunds frame featured leaf-spring rear suspension; the Villiers engine featured an Amac carb and Bosch mag.

HUMBER'S 499CC/3½HP SINGLE was joined by two models designed for sidecar work: a water-cooled 4hp version of the single and a 6hp flat twin with a three-speed box and chain drive.

WITH THE COMPETITIVE Harry Reed at the helm Dot upped its game; this example boasted an 8hp JAP twin and a spec that was ahead of its time with options including a four-speed countershaft gear box. "A kick starter of neat design is attached to the end of the gear box on the right-hand side, the mechanism being completely enclosed in an aluminium case. The clutch, which has cork insets, is said to be practically indestructible; a shock absorber is fitted on to the engine shaft." That sounds more 1953 than 1913 and the two pipes up one side tipping up at the rear look more 1970s custom bike than pre-WW1 roadster.



The Dot-JAP's exhaust featured an expansion chamber up front with long, small-diameter pipes.

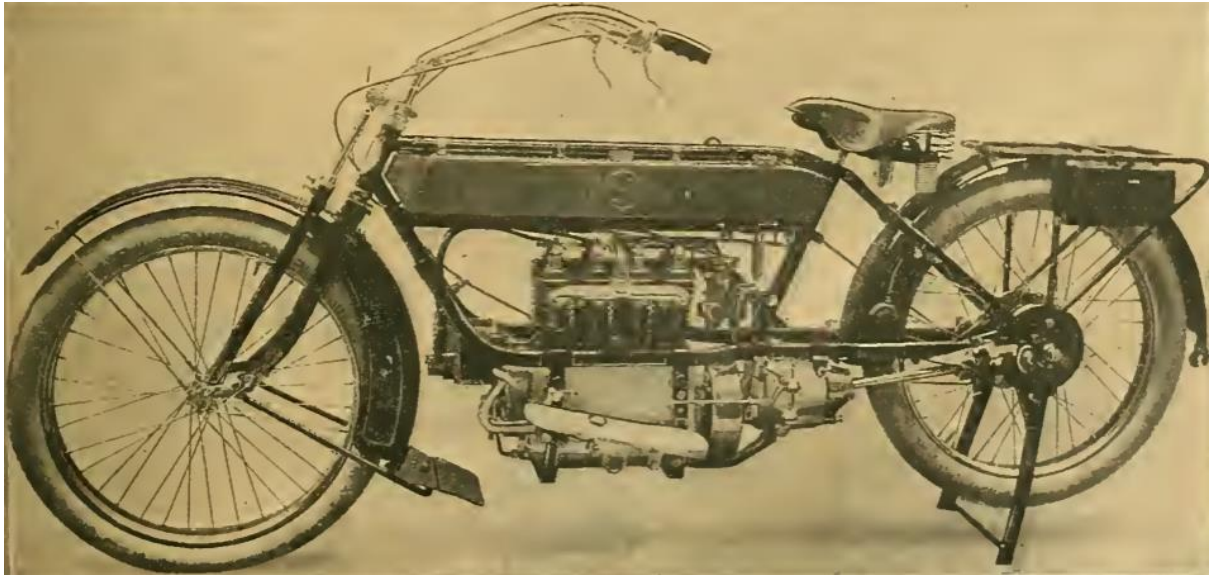
WITH TWO, THREE and the first four-speed transmissions becoming ubiquitous a group of sporting enthusiasts formed the Single Gear Club and attracted 42 entrants to their first trial which included some stiff hills in Kent. "Unsportsmanlike spectators" blocked the riders' way on Brasted hill so the committee later decided to hold onto the trophy and gold and silver medals until the club's next trial, but 18 bronze medals were awarded. Harold 'Oily' Karslake of Dreadnought fame served as timekeeper; entrants included Tom Silver (3½hp Quadrant), Rex Mundy (TT Triumph) and George Brough (6hp Brough).



"A modernised lightweight: The Improvements to the above machine (right) which was originally a 1910 model 2½hp AJS (left) were effected at home by the owner, Colin Shirlaw." And that, surely, is a pre-WW1 cafe racer.

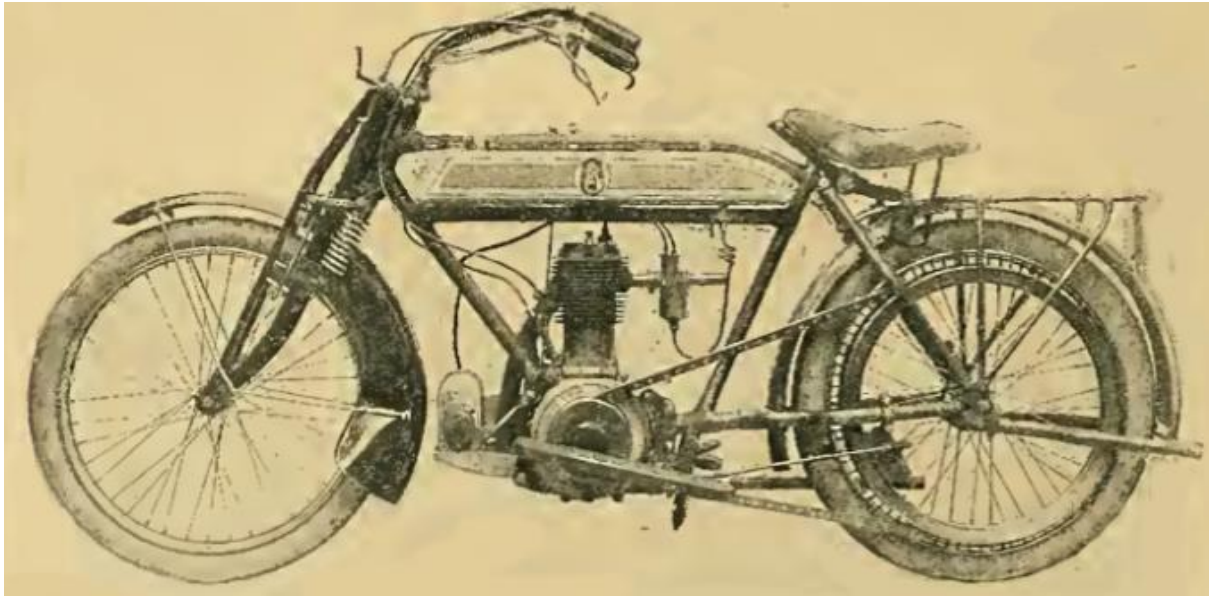
NOT FOR THE FIRST time, *The Motor Cycle* sent a correspondent to the Paris Salon; not for the first time he came away unimpressed: "On the whole, French motor cycles are steadily improving, though, in some cases, fittings are very poor and there are too many bent frame tubes. A great many machines are fitted with band brakes on the rear hub instead of front wheel brakes. The band brakes are much too small to be of any serious

use. English machines are being extensively copied, and English fittings are becoming more and more common. “



One of the stars of the Paris show was the 1914 model four-cylinder FN. The new 748cc/8hp engine drove via a three-speed box with a kickstart at the front of the crankcase; the frame was designed to take a sidecar.

“A NEW COMPANY HAS just been floated in Birmingham called the Over-Seas Motor Co for the manufacture of a motor bicycle for the overseas trade...the machine has been designed by Mr WJ Lloyd, the original designer of the Quadrant motor cycle...it is a 3½hp, 499cc single cylinder with ball bearings to main shaft, roller bearings to connecting rod big end, and is provided with a decompressor. The specification includes Druid spring forks, Bosch magneto, 1914 B&B carburetter, 2½in tyres, Lyso saddle, 1in belt, spring footboards, long tubular silencer, tubular carrier and pannier bags on the carrier sides fitted in metal holders. It is sold at the very moderate price of £39, and fitted with Sturmey Archer three-speed hub the price is £49. When a change speed gear is supplied a handle starting device is fitted on the offside of the rear forks. The engine has 5in clearance from the ground, and well fitted brakes are provided, the rear brake being operated by the heel and acting on the belt rim, and the front brake is a Bowden. The Over-Seas Co has been formed to save Colonial importers the trouble of assembling machines from fittings. Every care has been taken to include standard parts where possible, but it is not intended to make the slightest departure from the standard specification.”



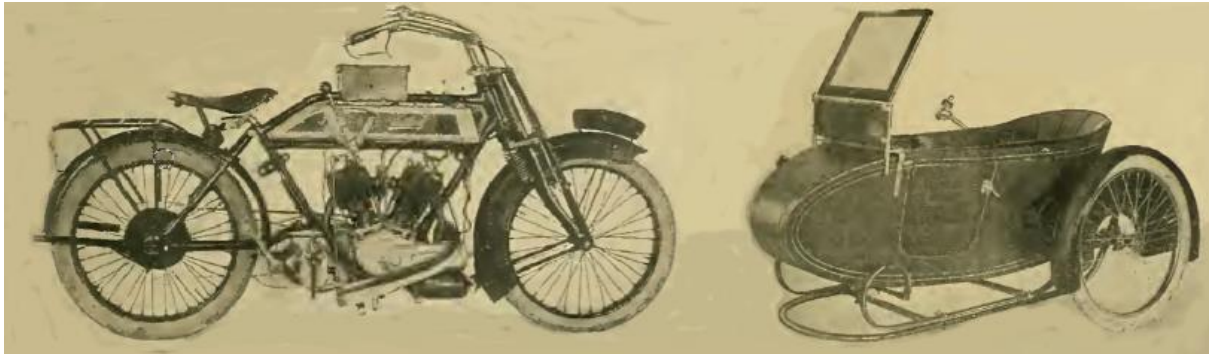
“New ‘Over-Seas’ model, which, as its name implies, has been specially designed for colonial and foreign markets. The standard type has a 3½hp single-cylinder engine, but no pedalling gear. Starting is facilitated by means of a decompressor operating on the exhaust valve.”

“A GRADIENT OF 1 in 2.44: Continuing his search for steep hills to climb, WH Carson last week made a successful ascent of Vale Street, Bristol, on his Excelsior big single and sidecar. The total load was 6cwt 2qrs 12lb.”



Outfits on the Brooklands banking during a BMCRC hour race.

DURING A RACE AT Brooklands a 12-pot Sunbeam car lapped at 118.58mph during one lap, leading *The Motor Cycle* to remark: “We wonder when a motor bicycle will be made which will equal this speed, and who would be found to ride it.”



Bradbury catered for the burgeoning 'passenger' market with a 6hp twin and matching sidecar. According to *The Motor Cycle*: "The 6 hp twin is a fine example of a powerful motor cycle. The transmission is by chain throughout, the chains being entirely enclosed. A well designed three-speed gear box is fitted, on the counter-shaft principle, the gears being of the sliding type...The sidecar is a wonderfully roomy and well designed attachment. It is coachbuilt, and entrance is gained by its very wide door. The chassis is underslung, and a feature to be noticed is the admirable way in which the sidecar wheel is mudguarded. An adjustable wind screen is fitted and a hood can be supplied if required."

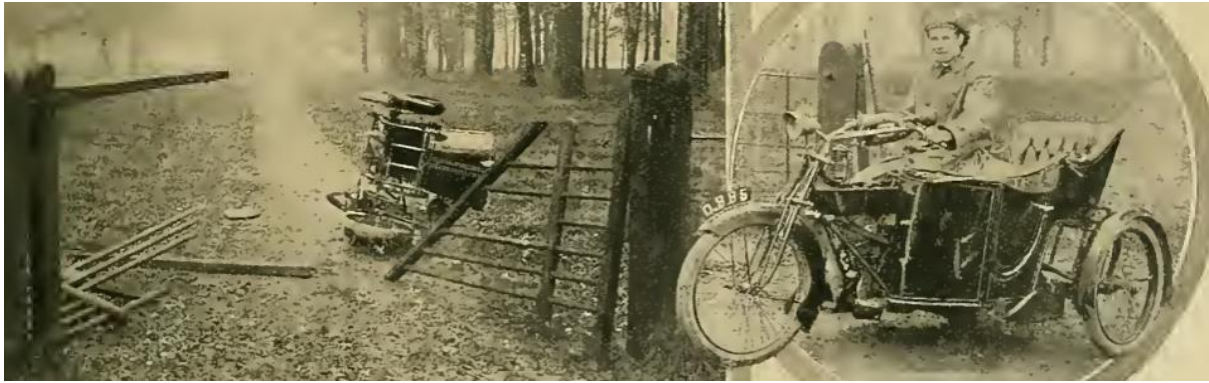
INDIAN PLANNED TO expand its Springfield plant to produce 300 bikes a day or something like 90,000 a year.



“Green Street Green, a

village near Seveuoaks, is remarkable for the fact that the village fire brigade uses a sidecar outfit to get with speed to an outbreak of fire. The machine used is a 6hp Royal Enfield combination, which, in addition to carrying four men, also conveys several lengths of fire hose. The roads round about this neighbourhood are exceedingly hilly, but the Enfield manages to take its heavy load round without faltering.”

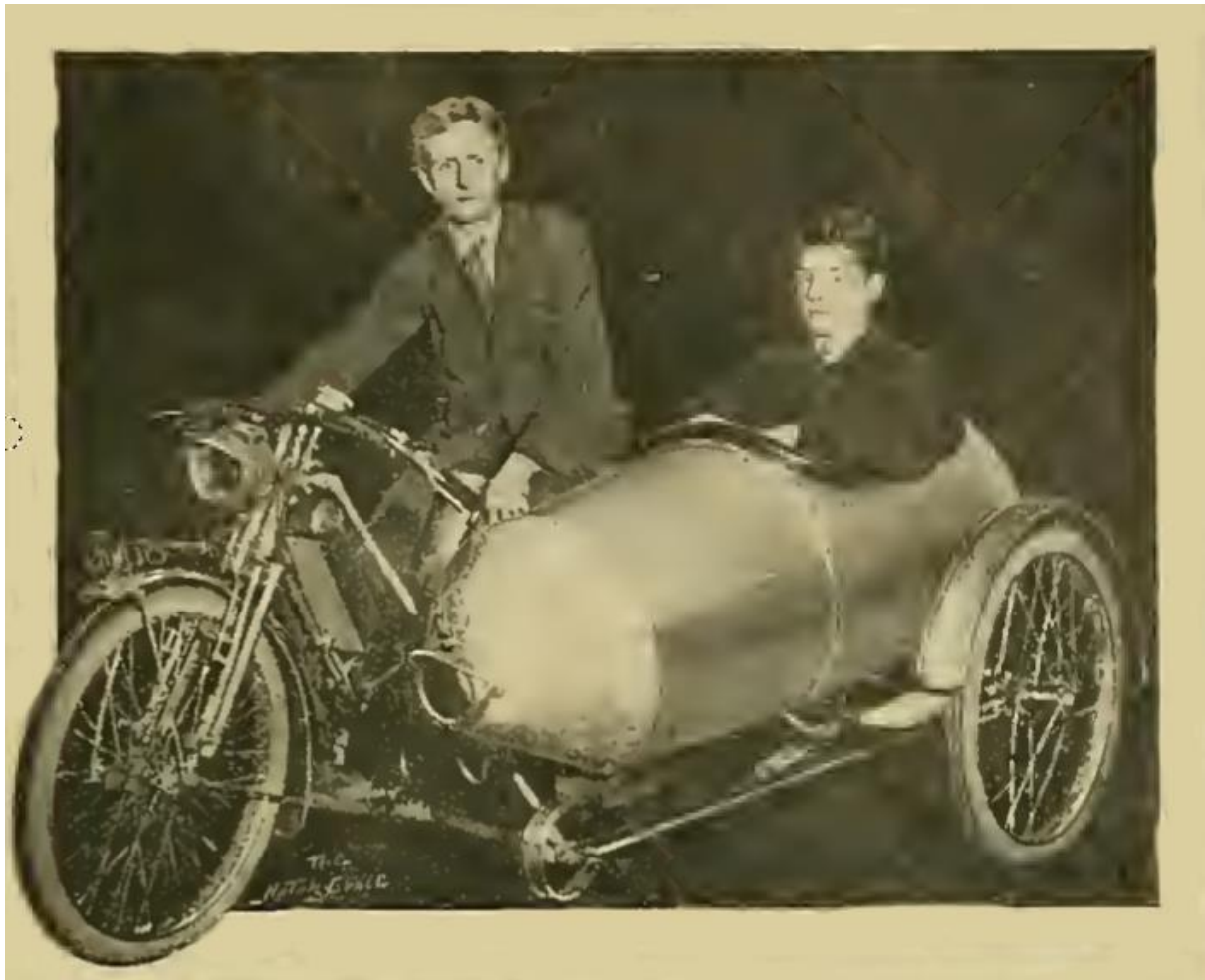
BY A VOTE OF two to one judges at the High Court decided that motor cycles had to be fitted with rear lights (the test case hung on the issue of whether a motor cycle counted as a velocipede, which did not require a rear light. A number of manufacturers, including Dunhill, were quick to come up with acetylene and battery lights.



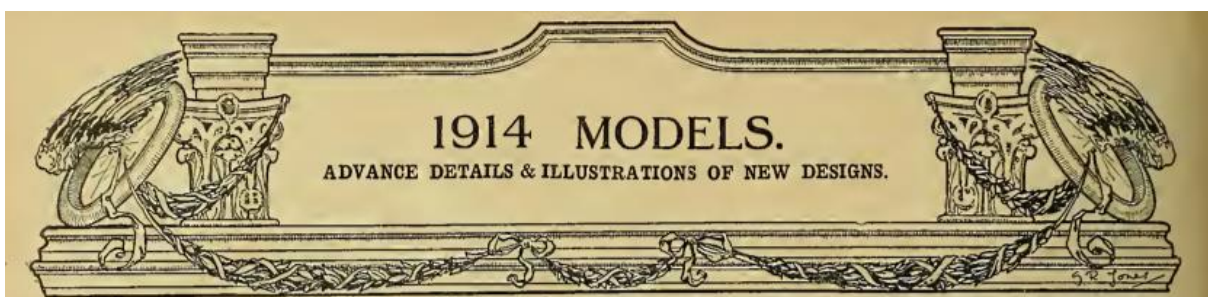
Carrying four firefighters wasn't the only way to prove the strength of a 6hp Enfield combo. The Rev J Unwin of Bordesley, West Midlands managed to smash through a gate and unpend his outfit with no major damage.

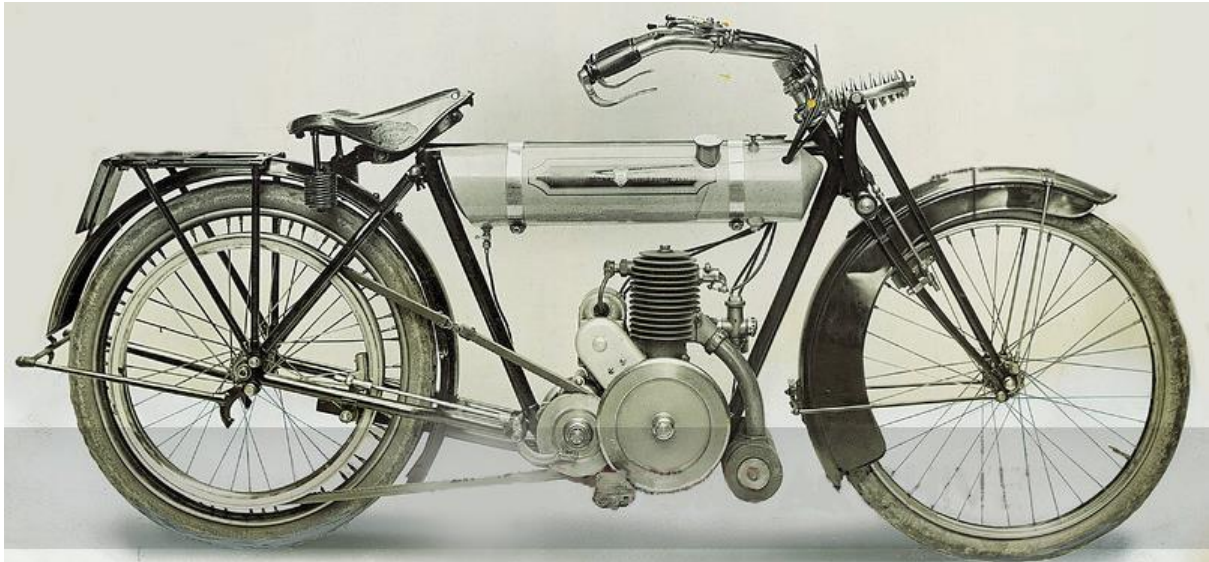


The Wrexham & DMCC's first run included lunch at the Royal Hotel, Llangollen, courtesy of club president Noel Soames.



“Norman Longfield and his unique silver plated TT Scott and novel sidecar constructed by himself. The entire outfit is plated, and, as may be imagined, it presents a most striking appearance. We are not told how it appears after a long run in the rain or how much metal polish is required to restore its pristine glitter.”





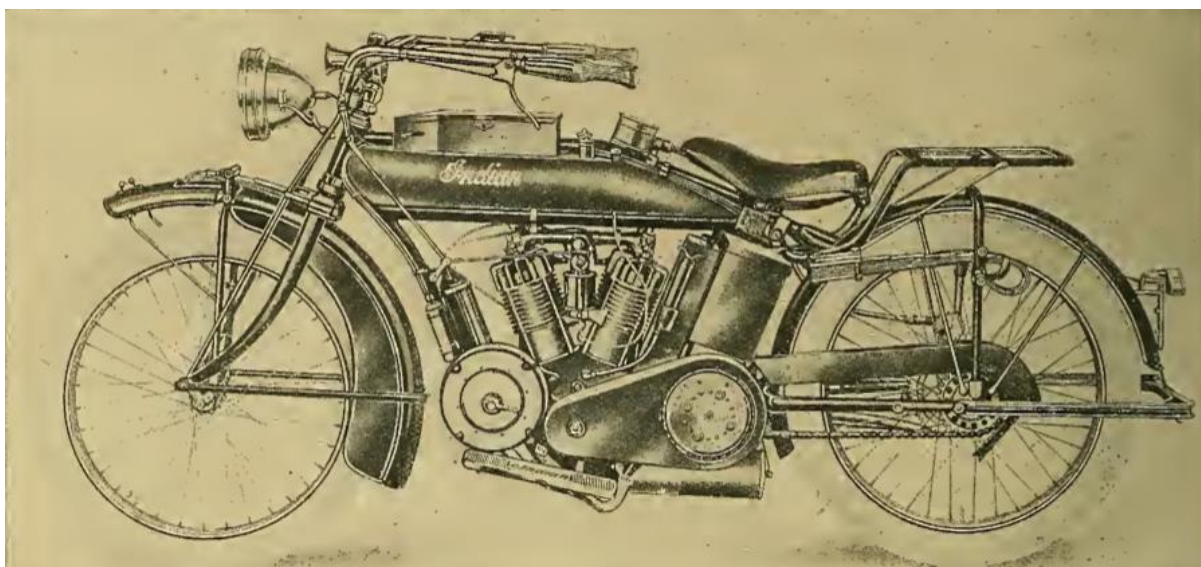
Triumph's line-up for 1914 included the firm's first two-stroke, a 2¼hp 125lb lightweight that would become known as the Baby Triumph. It's cylindrical fuel tank wrapped round the rop tube that looked rather like a saddle tank, 15 years before saddle tanks arrived in force. The established 3½hp 500 grew into a 4hp 550. Triumph had also experimented with a 600 but decided on the 550 as "the ideal double purpose mount, ie for solo or sidecar work...For the Tourist Trophy Race they will build up several 499cc engines.



"The first two-stroke Triumph is for Miss Muriei Schulte, daughter of the managing director of the Triumph Co. Mr Schulte rode the new model to his home at Kenilworth and soon his daughters were trying the machine, and manipulating it with the greatest ease. Mr Schulte returned to the works that day a very happy man, for the first order for this type of Triumph was in his pocket!"

"THE INNOVATIONS INTRODUCED by the Hendee Co for next year are, to say the least, startling in their novelty...The standard models, both 7 and 3½hp, will be fitted up with a

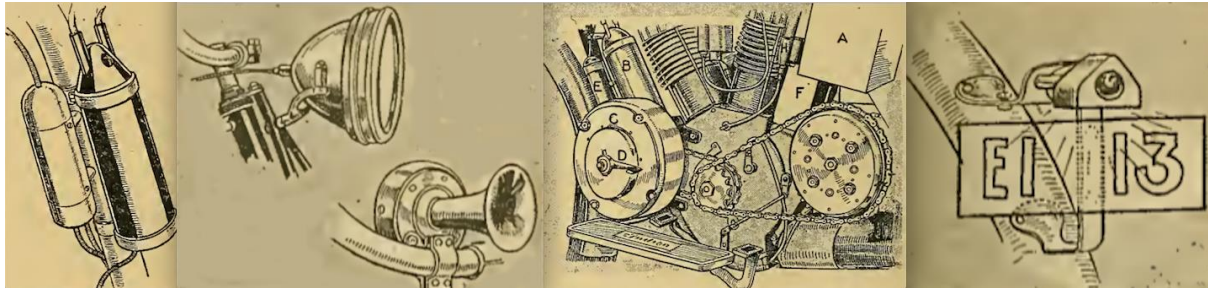
complete electrical installation consisting of head light, said to be capable of throwing a powerful beam five hundred feet, rear light, showing a red light to the rear and a white light on the number plate, as in car practice and an electric horn. Two storage batteries are supplied, so that one may be charged while the other is in use. The carrier is now arranged to get the benefit of the rear springing; the kick starter has been improved, and all models will carry front wheel stands. For the greatest novelty, however, we must turn to the Hendee Special, which is not only equipped with the lighting plant already described, but also boasts an electric starter, which works as follows: The motor dynamo, of the multi-polar type, having four poles and four sets of brushes, is fitted in a weather-proof casting just in front of the engine—the place usually occupied by the magneto. As a motor it develops approximately 1½hp As a generator it begins to charge the accumulators, which are fixed directly over the gear box, at 12mph on high gear and 8mph on low. The charging of the accumulators is regulated by a magnetic regulator attached to the dynamo. The entire system is fully protected by means of a magnetic cut-out. The starter has a high overload capacity, and immediately the engine begins firing the starter automatically becomes a generator, and charges the batteries. The generator is always running while the engine is firing, but automatically cuts and charges the batteries [until they] become fully charged [*The batteries weighed 23lb and the motor dynamo 24lb*]. For starting, the motor, which is geared approximately two to one on the main shaft, takes the current from the accumulators, and when the engine is cold will start it firing in a few seconds. When the engine is warm it will commence firing almost the instant it is started. Should the motor cycle be laid aside for a period, there will, it is said, always be enough current in the accumulators to furnish regular ignition, and the machine can be started by pushing off. As soon as the engine starts running the accumulators are quickly recharged by the dynamo. The whole system is exceedingly simple, and is one which has been used successfully on motor cars for some years past. We have been aware for some time, as our readers know, that electric lighting by means of a dynamo must come into use, and we congratulate the Hendee Co on being the first to fit this desirable feature as standard, and also on going further and providing an electrical starter.” GB Jacobson of Hendee’s technical team was the number eight hat behind the ground-breaking electrics, which had been under development for upwards of two years. Speaking at the official opening of Indian’s new London depot he reported that the batteries would keep two lamps alight for 25 hours. What’s more, “if desired, the ‘starter can be used as an auxiliary to the power given off by the engine if it should be labouring when ascending hills. The power provided in this way is equal to one horse-power if the starter be switched on when the engine is running.”



Hendee stole a march on the Brits with a full electric lighting kit—and an electric starter (though one of the new-fangled kickstarters was also fitted). The rear carrier adapted to allow pillion passengers to benefit from the leafspring rear suspension. Merkel also experimented with a starter motor, but this one was spring-powered.

Ixion opined: “The Indian? I suppose we shall all come to the electric lighting in time, and it will eternally possess the credit of being the pioneer. I should have liked the machine better if the magneto ignition had been retained. I am an imaginative sort of idiot, and I could not help picturing myself on the top of Dartmoor at midnight late in January with some subtle fault in my dynamoter—no light, no spark, no hooter! I shouldn’t mind a bit being minus any one of these three, but if the entire trinity deserted me simultaneously, strong man as I am, I should most certainly weep. Still, the many occasions on which I had started up by twitching a lever, and flooded roads with artificial sunshine what time others delved in carbide sludge, would doubtless compensate for the most heartrending contretemps.” *[A few weeks after he wrote that Billy Wells announced all 1914 Indians, including the Hendee Special, would have magneto ignition.]* Ixion also wrote, rather charmingly, “It is only once in a century that one of my comments is relegated to the wpb, but only lavish sub-editing saved me the other week. I had not been employed on the advance Show work, and so remained in complete ignorance of the 1914 Hendee programme. Simultaneously I was attacked by one of my prophetic moods, and in my innocence and pride I handed the editor what I regarded as a positively inspired paragraph, outlining the vast possibilities of electric lighting and starting dynamos as applied to motor bicycles. He mutely handed me galleys of the new Indian de luxe, and peered anxiously at his overflowing waste paper basket. Great minds obviously think alike.” *Some weeks later, Ixion got his hands on the new Indian:* “I have just had my first longish night ride on a Hendee Special with the full electric equipment; and as I had not ridden a very recent sample of the 7hp, the excellence of the engine absorbed the whole of my admiration for a considerable time; I do not know whether all the 7hp engines are as good as the one I tested, but it was

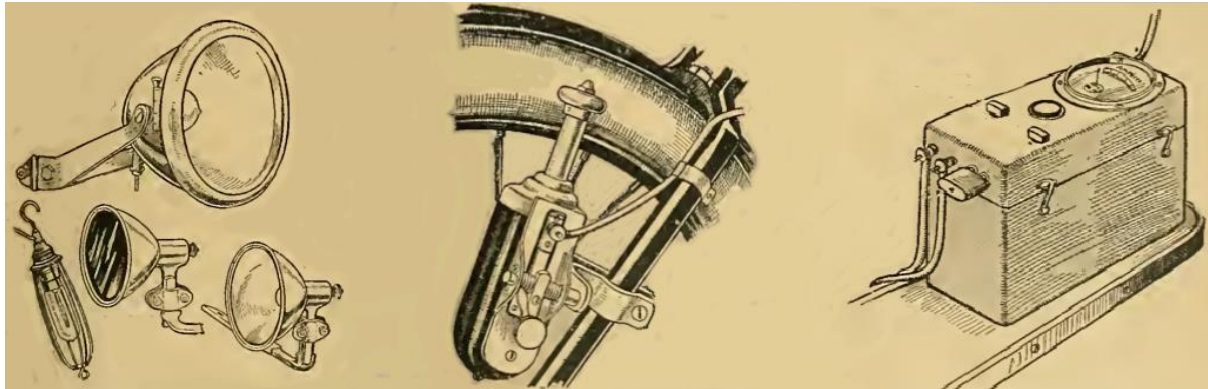
positively delicious—it cooed along like a sucking dove on the pilot jet, and, when the throttle was opened, it instantly transformed itself into a torpedo boat destroyer on its time trials. “Pro-deegious!” as Dominie Sampson used to say. When I grew accustomed to the potency and flexibility of the power unit, I began to turn



From left: The Indian’s automatic cut-out/regulator and coil were fixed to the rear downtube. The Indian sported an electric headlight and horn. A: Battery case containing ‘unspillable accumulators’; B: Induction coil; C: Electric starter; D: Dynamo starting pedal; E: Automatic cut-out switch or dynamo governor; F: Oil reservoir; H: Hand oil pump. Hendee even came up with a combined rear/numberplate light.

my attention to the electrical equipment, and came to the conclusion it is a most desirable addition to a heavy mount de luxe, especially when loaned one for a short period. We may remain obstinately faithful to acetylene, because we understand it, and can rely on overcoming its most fantastic whimsies, but it is undoubtedly very pleasant to switch on an electric lamp, and that without any anxiety about the batteries, because you know a dynamo is busy replacing the current you are using. I have long had a weakness for the electric hooter, and was very reluctant to decide, as I did, that it is not good enough on a motor cycle unless you have a dynamo. I have a Klaxon on my cycle car, and experience with small 4-volt hooters and batteries on my cycles has led me to put a huge 30lb accumulator to run the Klaxon; the Indian, with its engine constantly recuperating the batteries, stands in a very different category. Whether I should have a peaceful time with the Hendee Special if I bought one for keeps is another question. The makers issue a ten-page booklet, the pages of which are mostly filled with the phrase “Let it Alone” in capitals, and as my bump of inquisitiveness is about 100cc bigger than my bump of prudence, I should probably dissect the whole affair in the first week, and borrow an acetylene lamp and a pneumatic hooter to serve my turn till I got the electric gear together again. The weights are interesting and total 62¾ lb, viz, electric motor, 25¼lb; batteries, 14½lb each; head light, 2¼lb; tail light, ½lb; hooter, 2lb; regulator, 1½lb; switchblock, 1lb; connecting block, ¼lb; wiring, 1¼lb. These are rather depressing, so far as they reflect on the possibilities of using electricity for similar purposes on light touring machines of 3½-4h. The total can be reduced by more than half by omitting the spare battery and the dynamo; but a battery minus a dynamo would never stand the racket of starting an engine and blowing a hooter; and 62¾lb is too

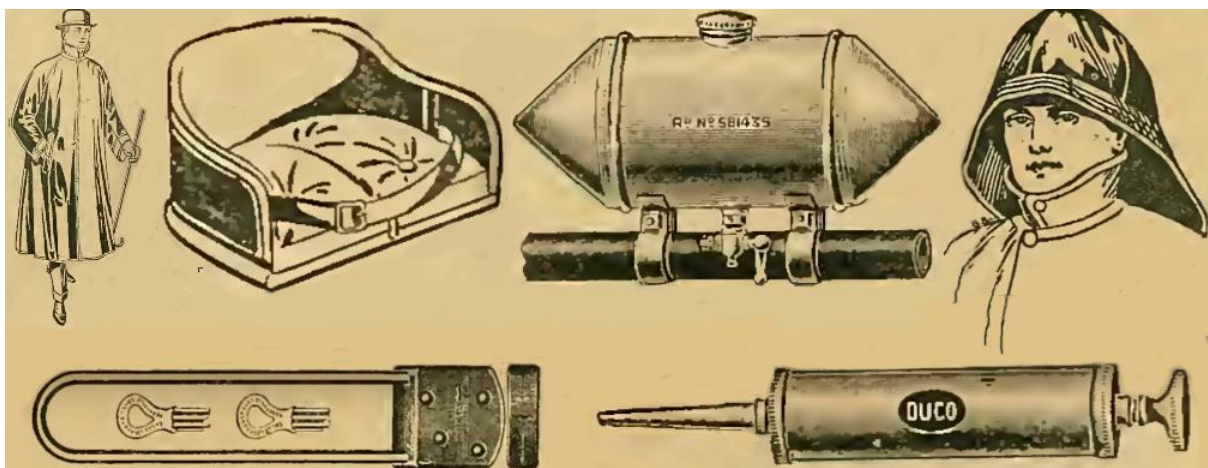
formidable an addition with which to burden a medium powered machine. However, the 7hp Indian would not complain if its luxurious kit were twice as heavy. “



Hendee was first off the blocks with an integrated electric ignition/lighting/starting system but Motosacoche came up with a functioning lighting set. Left, head, sidecar rear and inspection lights. Centre, wheel-driven dynamo. Right, footboard-mounted battery with integral ammeter, switches and circuit breaker.



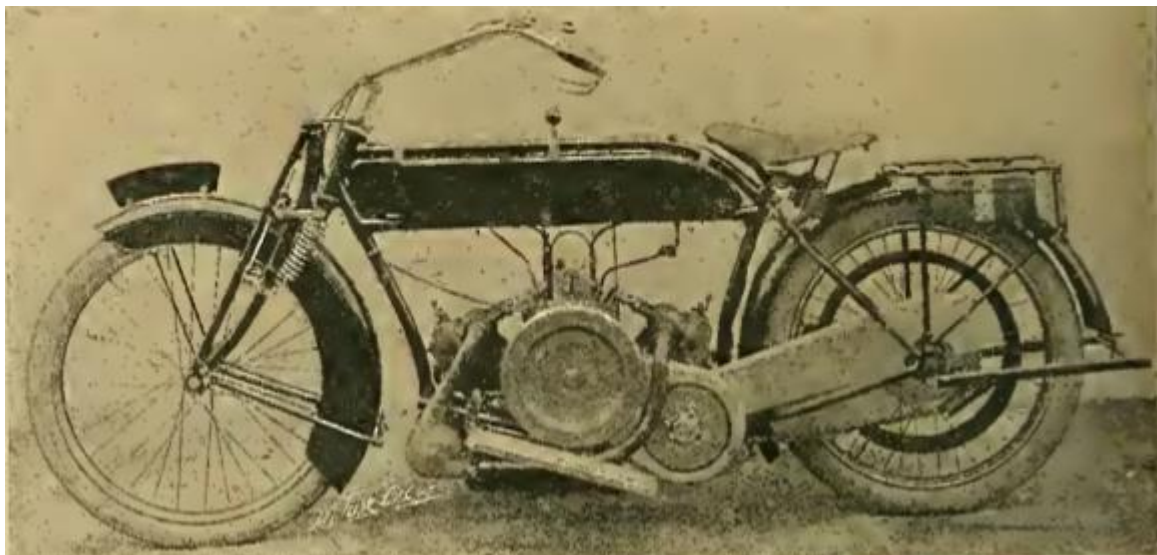
The County Cycle Co came up with QD sidecar fittings: “A peg and hole coincide on the two halves, and, when fitted together, a spring-controlled sleeve slides over the two halves, holding them firmly together. Small handles are provided to pull back the spring, which is naturally a strong one, and the whole device is very compact and has practically no part to give trouble.”



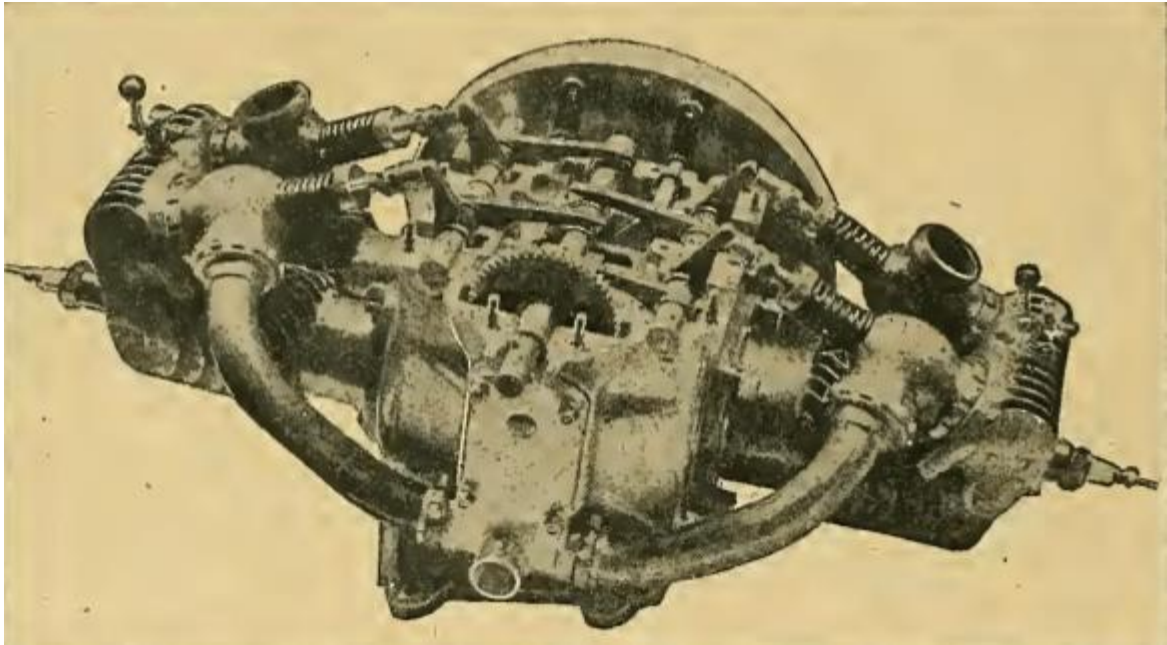
These ‘new motor goods’, taken from a Brown Brothers ad, give an idea of what was on offer to enthusiasts at the 1913 Olympia show. Top row, from left, Gent’s Silk Oilskin Coat “treble oil proofed, pliable and guaranteed for all climates, absolutely torrential

rainproof; Pillion Seats, “upholstered in dark green pegamoid”; ‘Celerio’ Spare Motor Cycle Petrol Tanks, “neat torpedo shape, enamelled aluminium, quart or half-gallon”; Oil Silk Sou’Wester. Bottom row, Motor Cycle Padlock, “iron, ivory black case, nickel plated shackle, 6¾ in high, 2in, self-locking”; Duco Motor Cycle Oil Syringe, etc, “very handy for oiling two-speed gears”.

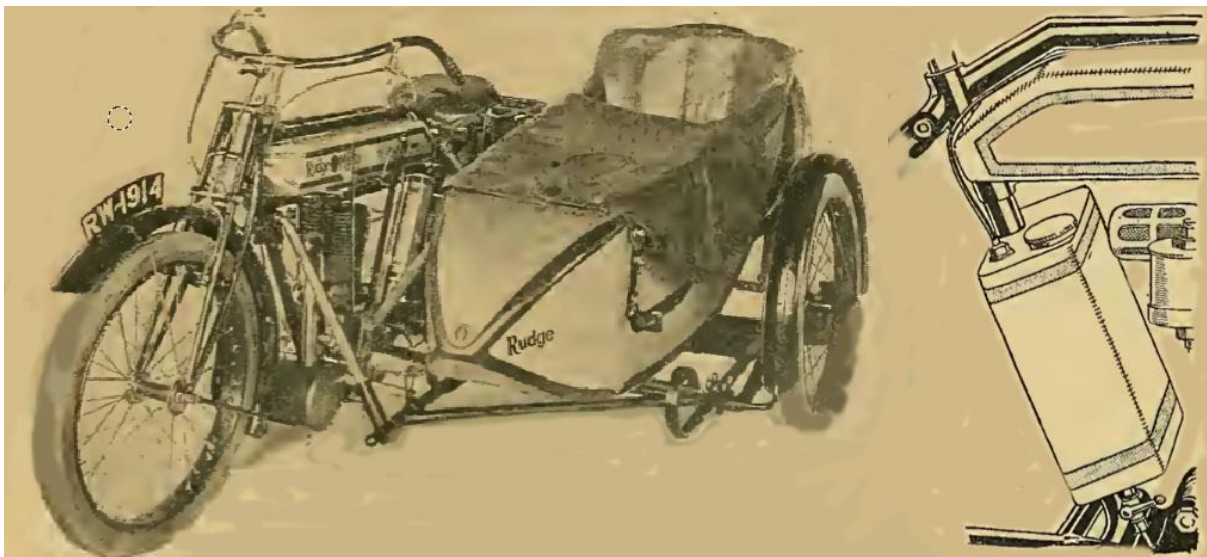
HUMBER CAME UP WITH what *The Motor Cycle* described as “one of the most original designs seen for a very long time in motor cycle engines...The outstanding feature is the adoption by the Humber firm of three cylinders in this motor. The engine is of the horizontal type, with the cylinders at 180°. The front cylinder has a bore and stroke of 78x78mm, while the two rear cylinders, which have a common combustion head, have a bore of 55mm and a stroke of 78mm. This double rear cylinder has, of course, two pistons and connecting rods which work on concentric cranks set one on each side of the main crank and at 180° to it. The whole *raison d’être* of this novel design is to obtain perfect thrust balance along the axis of the crankshaft, and obtain thereby as perfect a torque as possible, with consequent smoothness of propulsive effort and the natural sequence of light tyre wear and long life to the mechanism. The machine to which this three-cylinder engine is fitted has a car type gear box affording three speeds, and the transmission throughout is by chains, any harshness in the drive being softened by the fitting of a shock absorbing device in the rear wheel.”



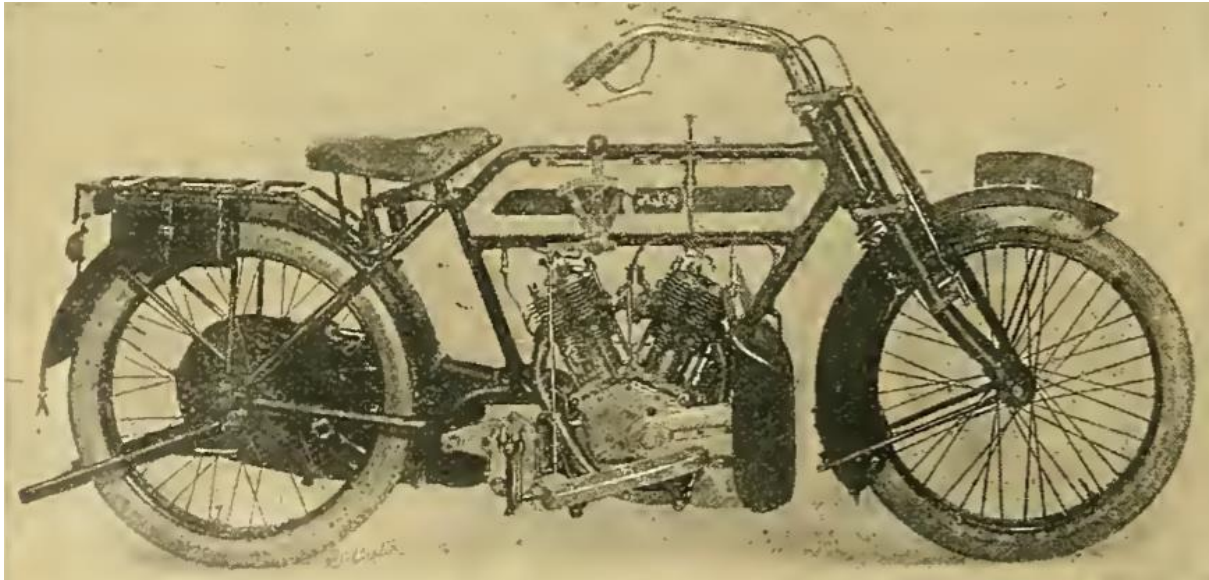
Humber's engine configuration was certainly out of the ordinary.



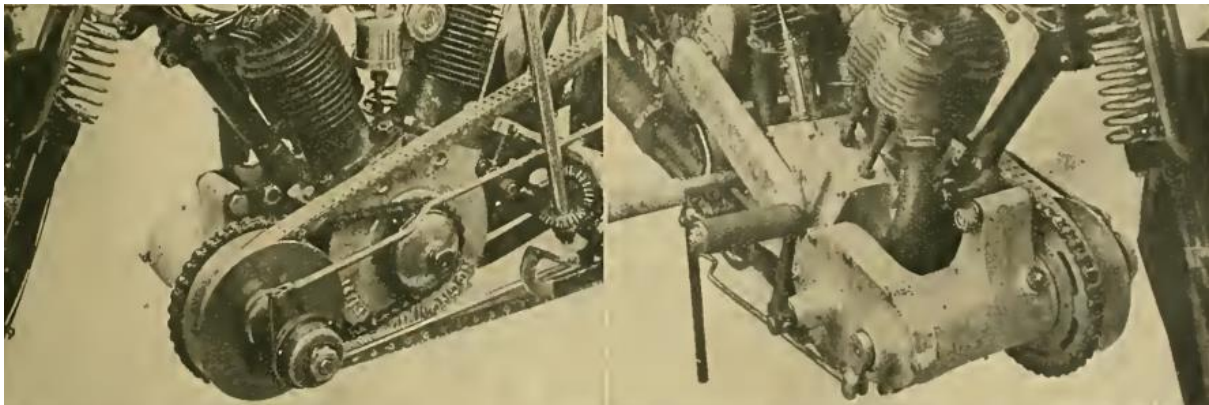
The front pot had a capacity of 373cc, the two rear pots added up to 370cc (don't strain yourself, that adds up to 743cc).



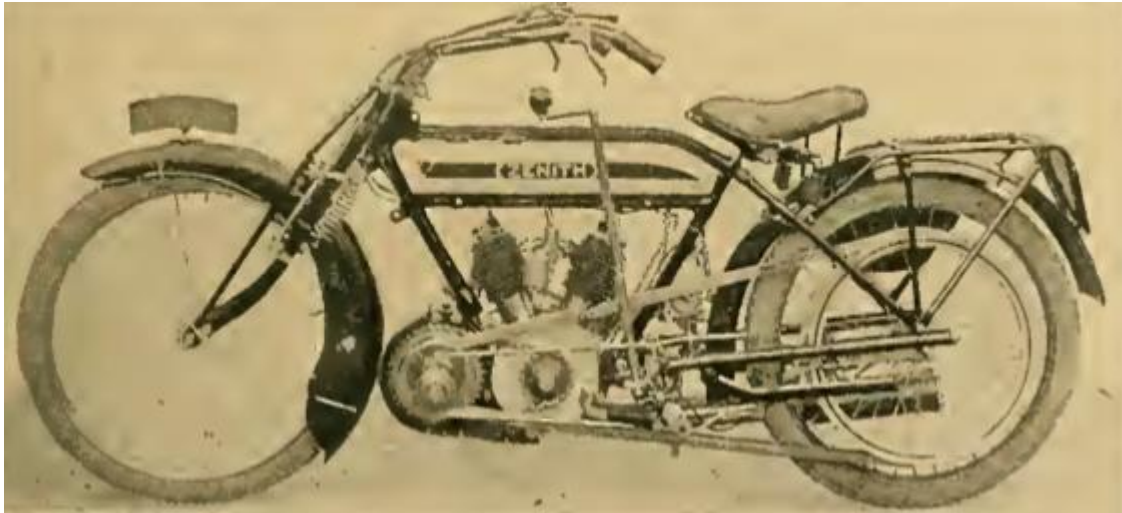
Rudge was sticking with two models for the new season: the 500 and, pictured, the 750 thumper which was designed to haul sidecars (particularly Rudge's own chair which was "very roomy, beautifully sprung, and wonderfully comfortable". A useful innovation was a five-pint oil tank, which made room for the 2½-gallon fuel tank.



One of few changes on the 6hp AJS twin 'sidecar model' was to do away with the detachable cylinder heads: "The only reason for discarding the loose head is that inquisitive owners were always detaching it, whether it were required or not, with the result that when replacing it they seldom secured a compression-tight joint."

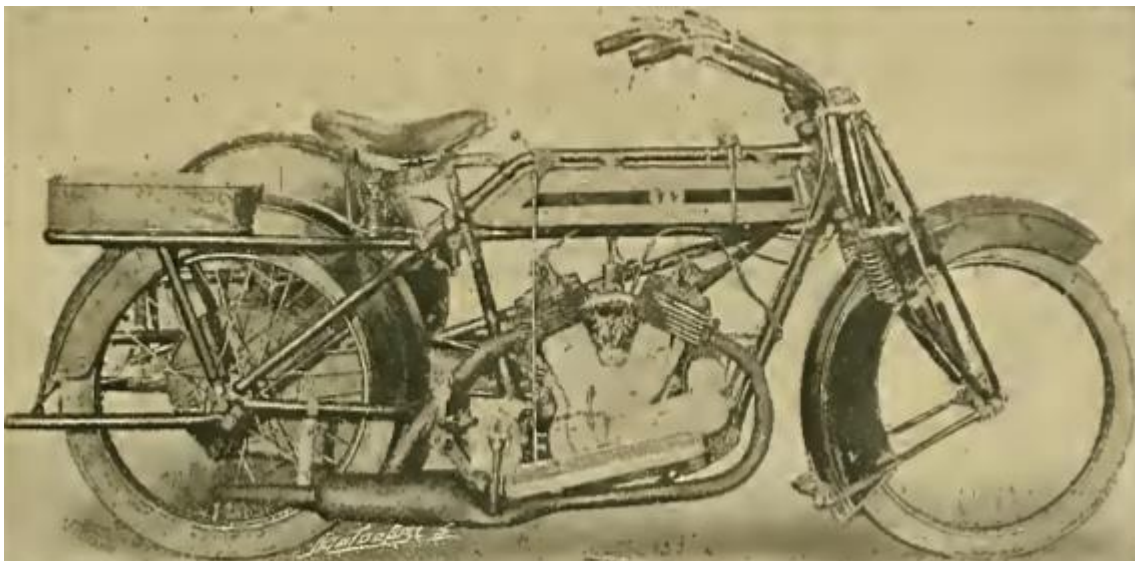


The 6hp Zenith twin gained a chain driven countershaft Gradua gear (with kickstart) in front of the engine with a belt drive running the length of the bike to the rear wheel. The new transmission supplied ratios from 4-11:1.



The

front mounted gearboth entailed fitting the Zenith Gradua twin with an exceptionally long drive belt.

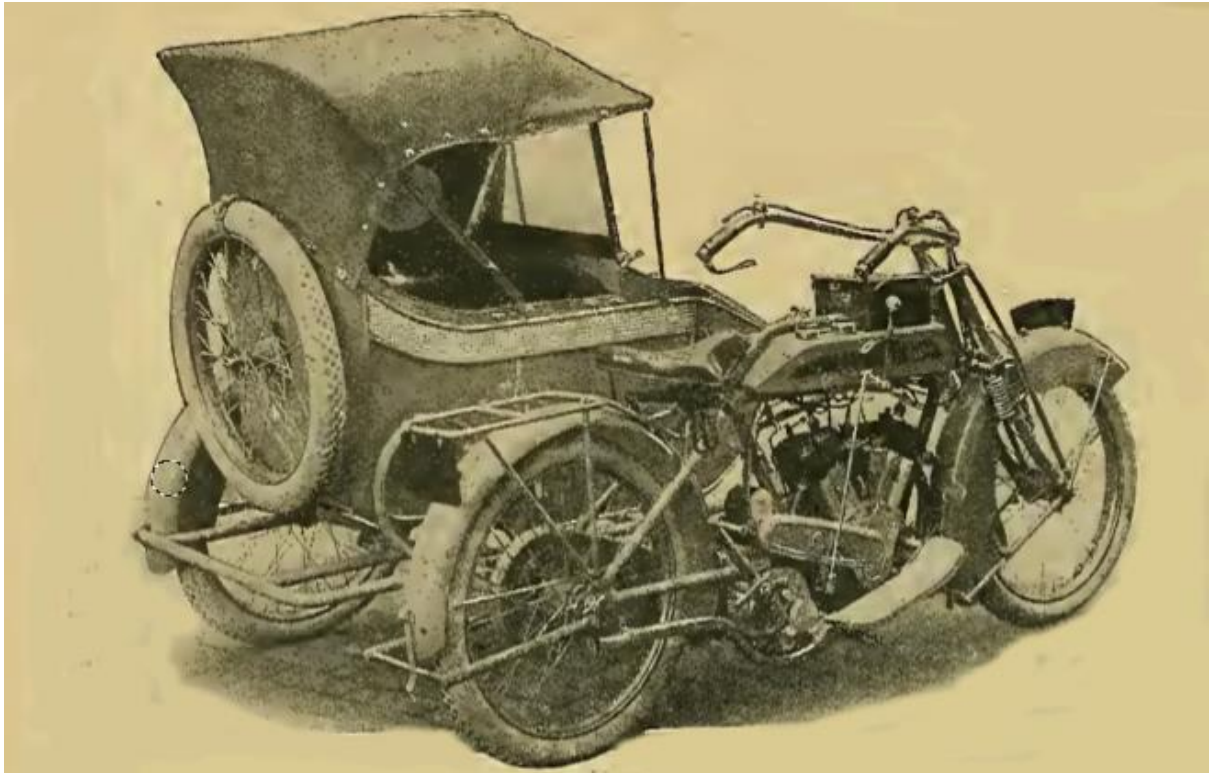


The

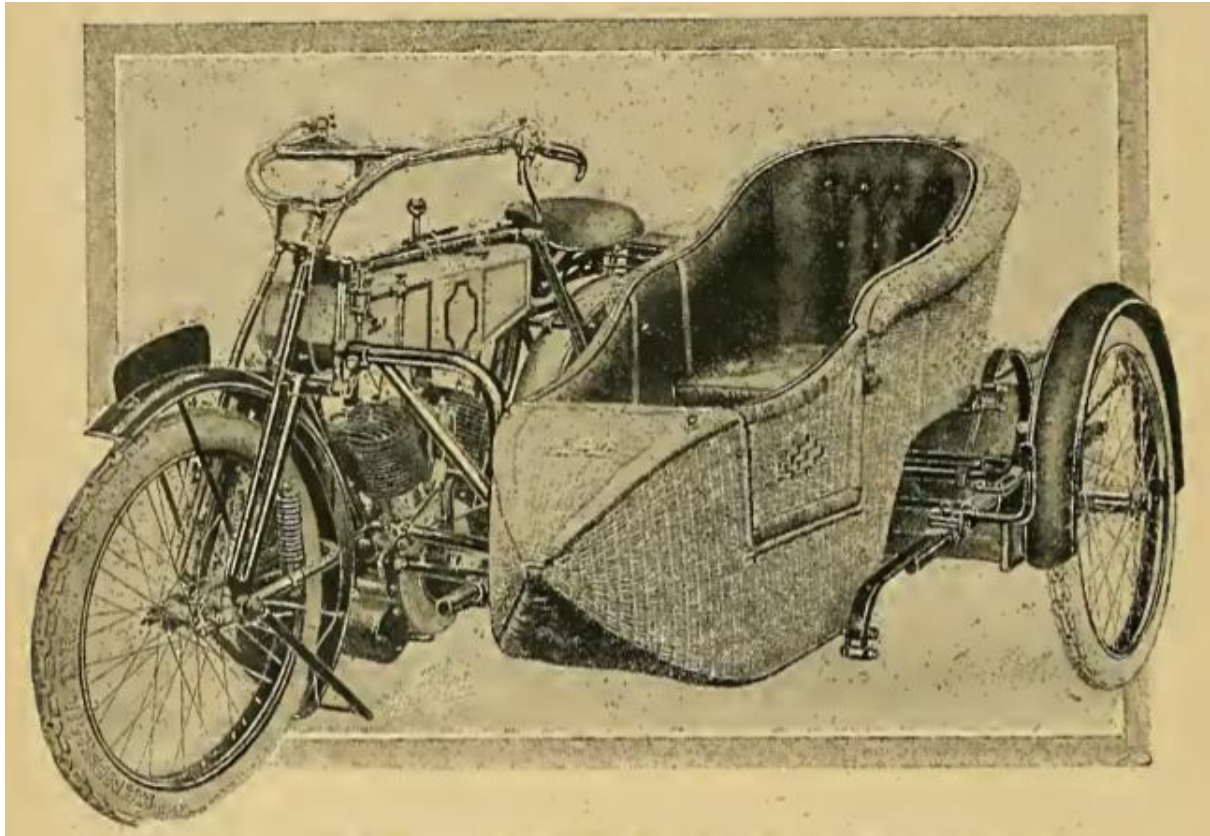
6hp/952cc Rex twin featured a magneto between the cylinders and a three-speed countershaft gearbox with all-enclosed chain drive. The silencer had migrated from the front of the engine. A felt-lined metal toolbox was fitted to the carrier and had a strengthened lid to act as a luggage carrier.

HAVING EXAMINED THE 6hp Clyno, *The Motor Cycle* reported: "The main alterations in the engine, which is a 50° twin-cylinder, 76mm by 82mm bore and stroke, giving a capacity of 744cc, is the casting of the cylinders pear-shaped for next year's machines, for the purpose of more perfect radiation." The mag was mounted over the three-speed countershaft gearbox. "Comfort, combined with a handsome appearance, is the keynote of the very fine sidecar for 1914...A complete measure of protection is provided for the passenger by a really well fitted hood with side curtains and an adjustable screen. When all is 'storm rigged' the occupant is almost as well protected as if in a car...Altogether, these passenger outfits are among the finest to be met with on the

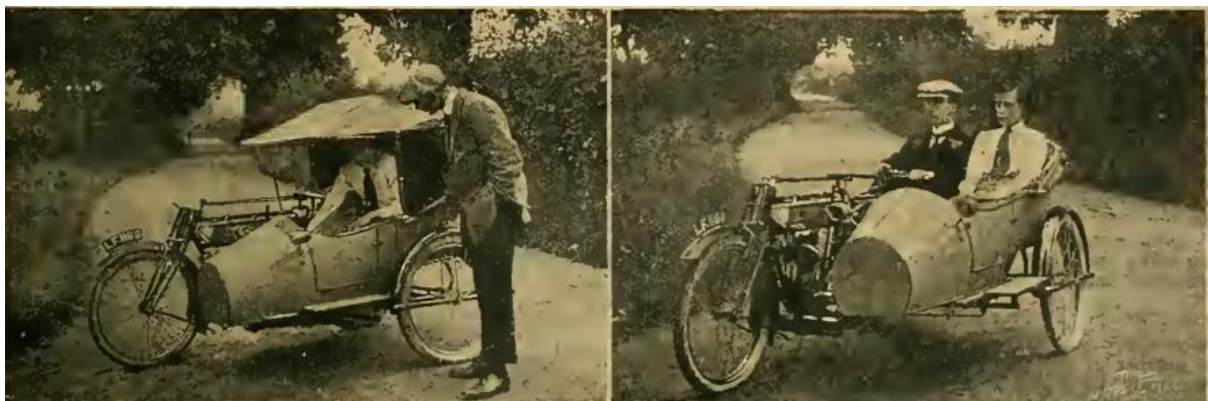
road, and their wonderfully successful appearances in the big trials prove them to be as reliable as they are handsome.”



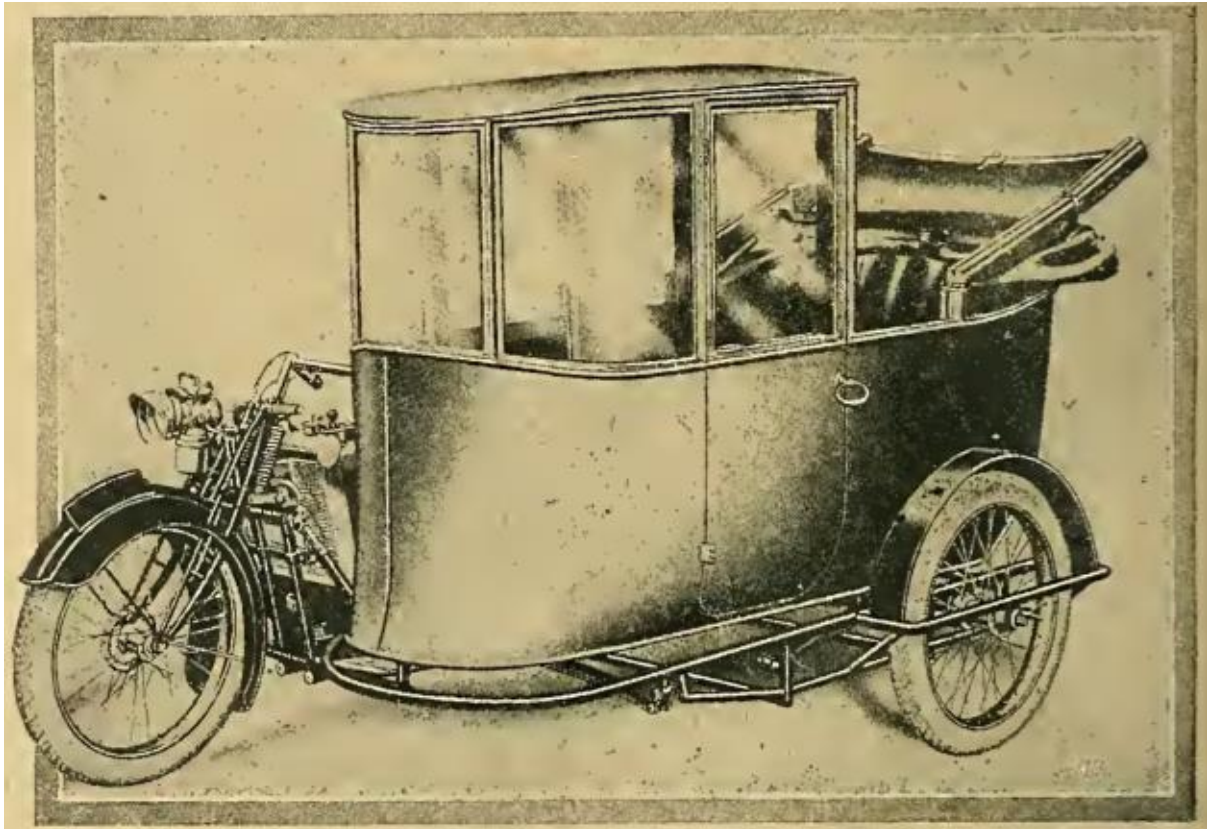
The revised Clyno combo: “It is literally but a moment’s job to take out and replace any of the three wheels, the spare being carried on a dummy hub on the sidecar rear panel.”



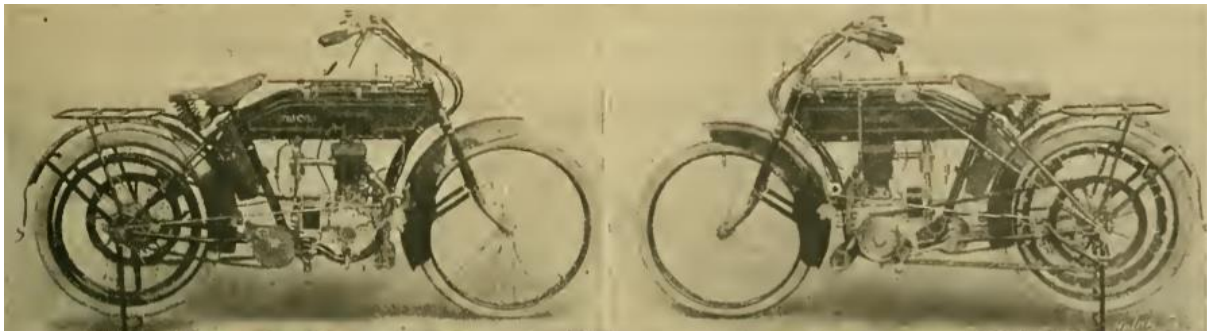
“The combination of a two-cylinder [6 or 8hp JAP] Bat with a Gloria sidecar provides one of the most admirable touring passenger outfits imaginable. This machine is in no way a solo mount, but is specially designed for drawing sidecars of the heaviest and most luxurious type. The main alteration for the 1914 model will be the fitting of a three-speed gear box instead of the two-speed as has hitherto been the custom.”



“The ‘U and I’ sidecar [pictured attached to a 3½hp Rudge-Multi] is a miniature motor car body with side entrance, scuttle dash and hood, which is attached to a motor cycle, and the steering is from the body of the sidecar by means of a special steering column to the head of the motor cycle, in place of the usual handle-bars.”



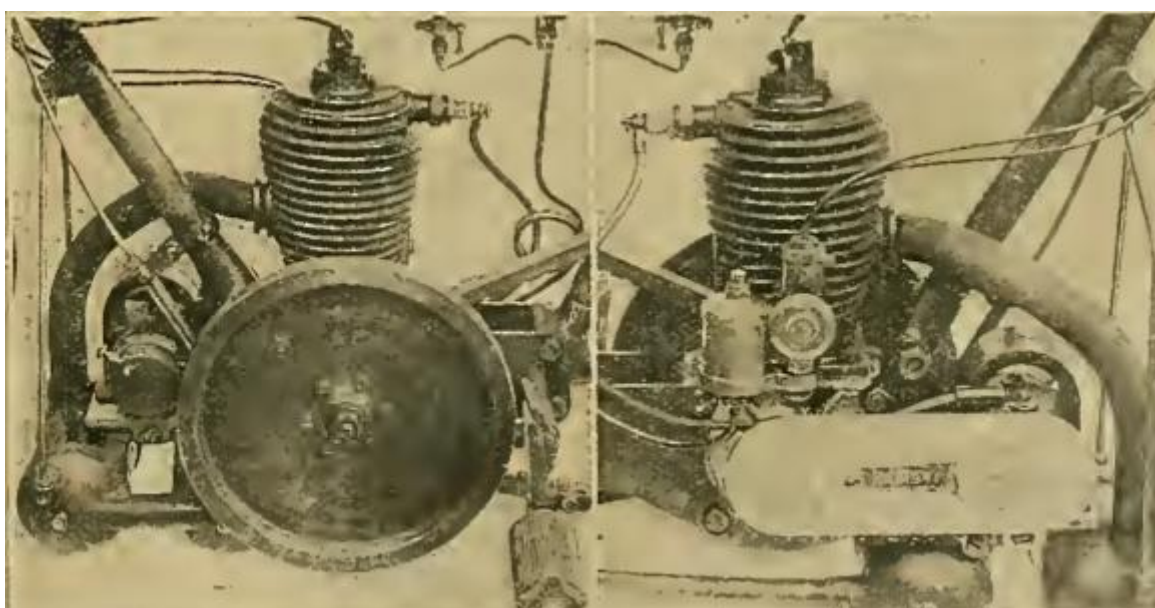
“Unique sidecars are quite a speciality of Mr W Williamson, and his latest creation to be fitted to the well-known water-cooled 8hp Williamson motor cycle is a landaulet which seats no less than three passengers...it has been suggested putting some of these combinations on the streets to ply as taxicabs.”



Britain was exporting a lot of bikes but some came in the other direction. The 2½hp Puch came from Austria with a Bosch mag mounted behind the engine, but British Bowden cables, B&B carb and three-speed Armstrong hub. Neat features included a hinged rear mudguard, a toolbox under the saddle, and inspection windows in the timing and crank cases. Two brakes were fitted, both on the rear wheel, and pedals were fitted for a spot of LPA.

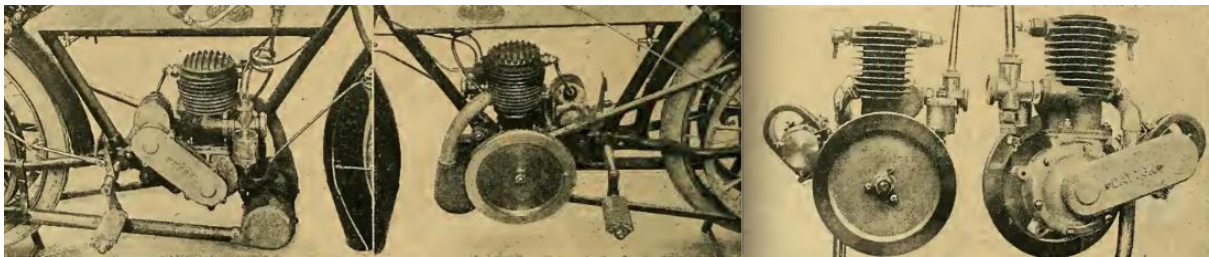


Upgrades to the 2¾ hp Scott included raising the front-mounted silencer “as it was found that occasionally the too dashing cornerist hit it against the earth...The handle-bars are now covered in black celluloid; a move in the right direction towards an all-weather finish...The chief alteration will be the use of a diip feed lubricator, by means of which a more constant and better regulated supply of oil can be fed to the engine, and it will be found that the presence of the lubricator will greatly diminish the quantity of oil used.”

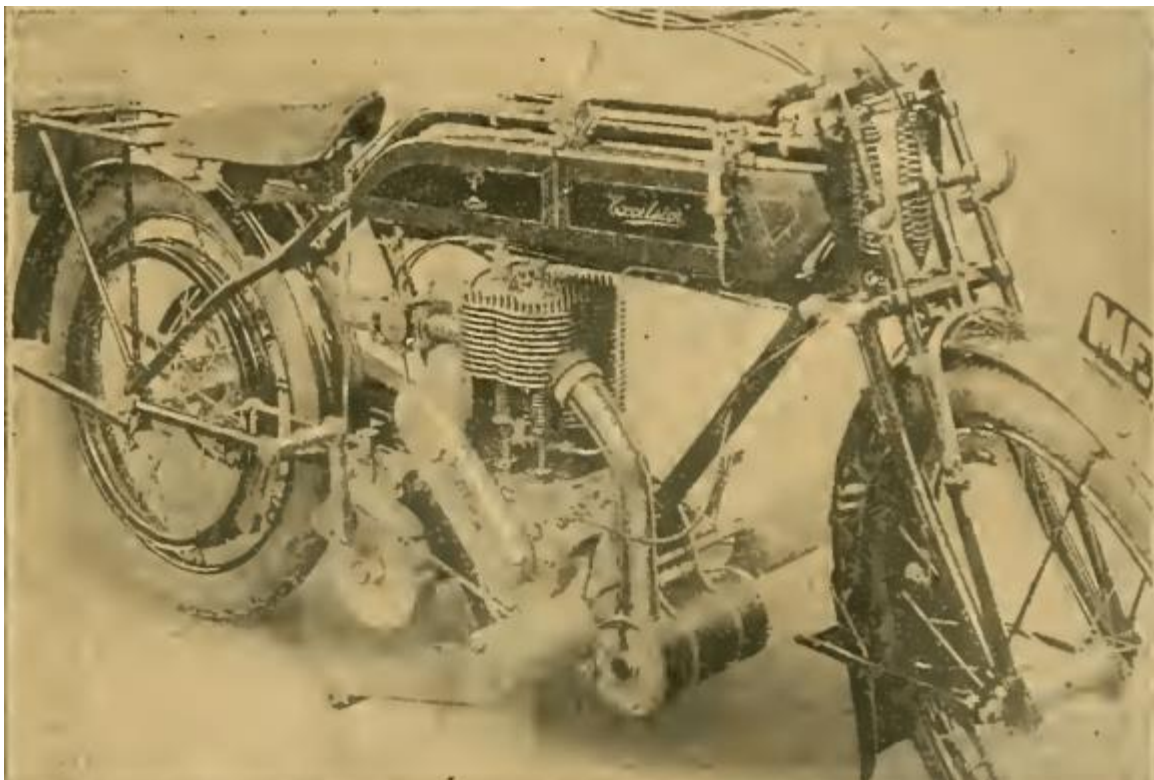


“There have been many rumours current about a horizontal twin which was to emanate from the Villiers factory at Wolverhampton. This idea, however, has been given up, and a very neat little 2½hp two-stroke motor will be standardised in its place.” It would be followed by countless more that would power a long list of British and overseas marques.

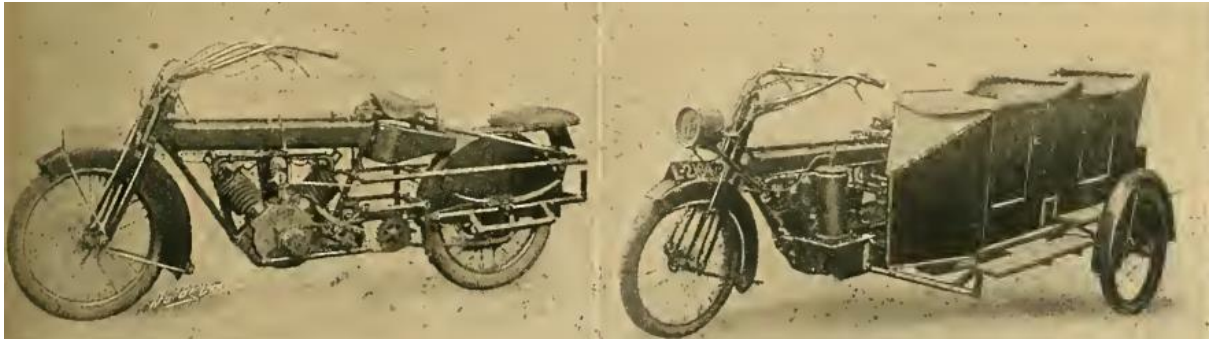
SCOTT, VELOCE AND VILLIERS were by no means the only kids on the two-stroke block. Day Manufacturing, in London's East End, launched a the Dayton powered by a clip-on 1½hp/162cc clip-on engine for which "a special frame is being made to enable the engine to be fixed as low as possible...the brake system also claims attention; the usual front brake is fitted, but the rear brake operates upon the rim of the wheel and tho belt rim siiriultaneously and with equil force." Also launched at Olympia was the 2¾hp/349cc Peco two-stroke engine "which derives its name from Mr DA Pearson and Mr Cole, its sponsors...Lubrication is somewhat unusual, for oil is led from a drip feed to a ring around the outside of the cylinder. This ring is composed of two fins cast close together and closed by a piece of wire which is drawn into the intervening space. Oil holes from the ring allow the lubricant to pass straight to the piston, the surplus passing into a ring in the crank case castings and thence through leads to the main bearings." Comet and Trump were evaluating the new engine.



Left: The Peco engine featured a Bosch mag and Amac carb. Right: The Dayton engine caught its sparks from a UH mag; bearings were caged balls.

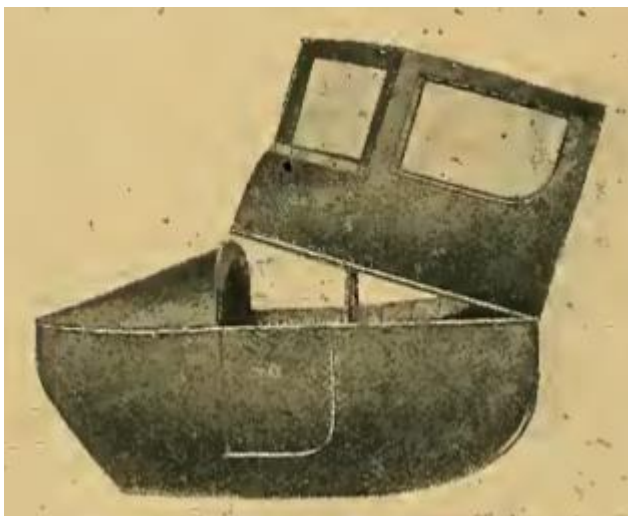


Excelsior's one-lungers ranged from 499 to a mighty 800cc.

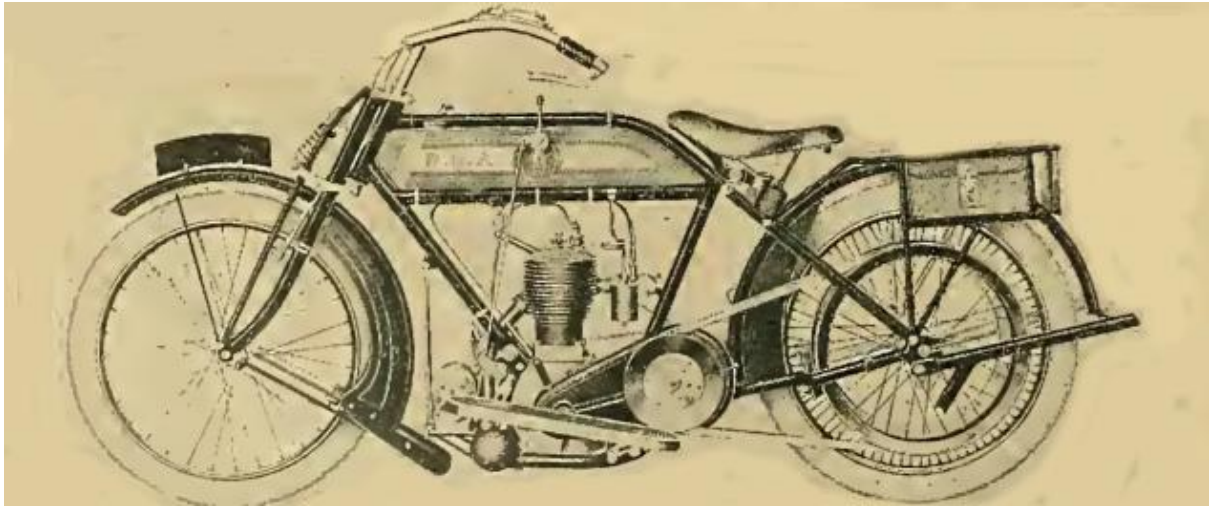


The Craven Motor Co from north-east London launched a combo; the Blue 'Un reported "several novel features, the chief being the manner in which the rear wheel of the 9hp JAP-engined machine is sprung on leaf springs. This naturally gives great resiliency, and the wheel cannot shift, as it is in a rigid frame, the springs being placed above the rigid forks and the rider's weight coming on another frame which is placed on the springs. The sidecar is also sprung on similar type springs, to the ends of which the body is secured by bolts passing through the floor. On the roughest roads little shock can reach the driver."

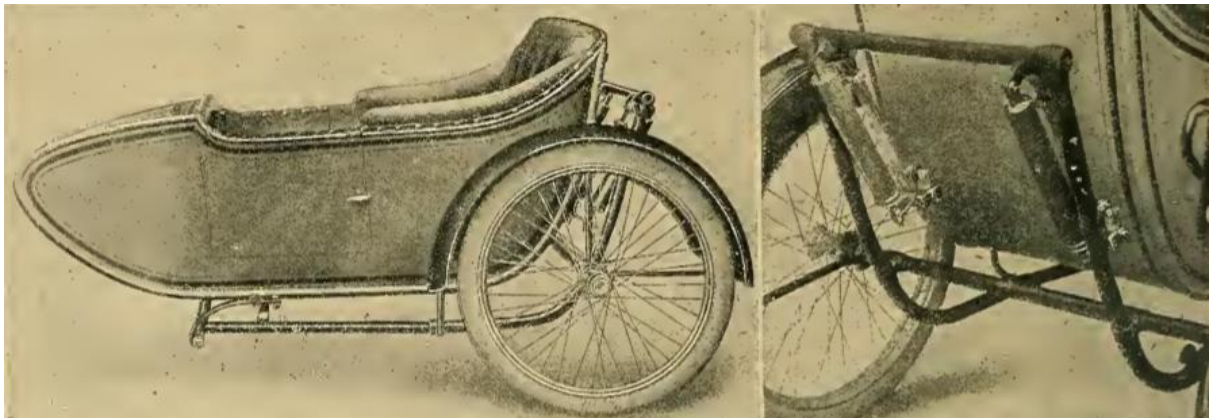
"THERE IS NO END to the ingenuity displayed by sidecar designers, and the limousine Compeer, made by the Compeer Sidecar Co, Coventry, is one of the latest types to provide complete protection to the occupant against bad weather. The top is coachbuilt, with celluloid windows, the two front ones being detachable. The front is V-shaped, so as to offer as little wind resistance as possible, and is quite light. When removed, the sidecar presents the ordinary appearance of an open one. There is plenty of room when once inside. A member of our staff has had one of these sidecars in use during the last year, with considerable satisfaction to hiniself."



Functional, yes. Elegant...?



BSA followed the trend set by Triumph, among others, by uprating its 3½hp 500 to a 550 (actually 556cc) by extending the stroke by 10mm, giving a long-stroke 86x98mm. It came with a three-speed countershaft gearbox with kickstart, primary chain and belt final drive (all chain drive was an option). At 2,700rpm its actual output was measured at 8½hp.

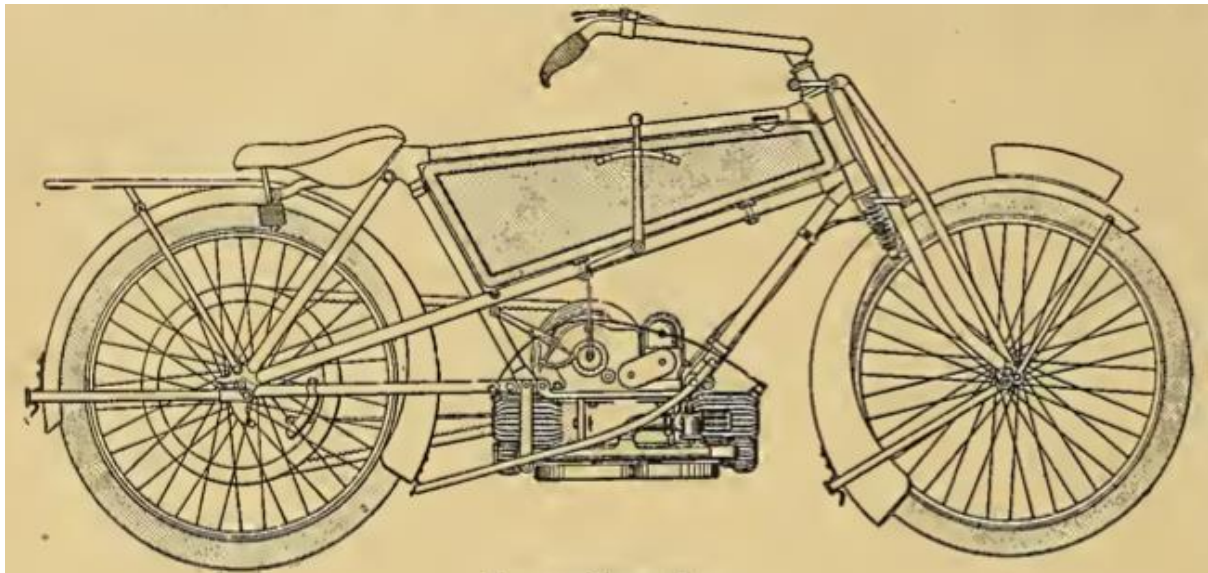


A BSA sidecar also joined the line-up; noteworthy features included rather fine rolled leather arm rests and enclosed spiral springs at the rear.



Veloce took note of the sidecar boom, offering a complete outfit for the 1914 season.

A BRITISH ENTHUSIAST returned from a holiday in the USA to report: “the American motor cycling public comes from a younger generation than ours, and consists of men relatively less prosperous, although actually, it is probable, more so. They seem to be for the most part men who ride only on Saturday afternoon or Sunday, and who desire speed and nothing else. To ‘trim’ another man, or all other men, is the one object in motor cycling there. Reliability, durability, and comfort are not asked for—none of them is a point a selling agent pays much heed to; speed is all he wants, is the only quality that will sell machines. I do not wish to imply that American machines are unreliable, indurable, and uncomfortable, but they could be, and no particular comment would be raised, so long as they were fast.”



There is no record of this 494cc horizontal twin going into production but it stands out for featuring a vertical crankshaft with an external flywheel “underneath, revolving in a horizontal plane, consequently no gyroscopic action can be set up and the axis of the flywheel is not deflected by the steering”. It was designed by west-Londoner GF Rayner who was also working on “a special two-stroke double opposed engine, working on a semi-Diesel principle, and capable of being run on paraffin”.

INDIAN AND HENDERSON had UK agencies but they would no longer have the British market to themselves—Pope and Harley Davidson were both after a share of the action. Pope’s 998cc 7hp ohv twin had a claimed top speed of 70mph making it the fastest production bike on the market. What’s more it had rear suspension—not leaf springs but coil springs; a predecessor of the plunger frame that BSA would adopt half a century later. Front suspension was by leaf spring, à la Indian; there was a automatic oil pump with an additional hand-pump “for high speed work” and “control is effected by twisting the grips of the handle-bar”. The three-speed transmission was all (Hans Renold) chain with a multi-plate clutch. Two band brakes were operated from the footboards or by back pedalling; Indian had pioneered an electric start, Pope had not yet progressed to a kickstart. And then... “The firm of Harley Davidson, whose factory is at Milwaukee, USA, is very well-known in America, but up to the present we have only seen an occasional specimen over here. All this is to be altered, however, for the firm has secured premises in Great Portland Street, W, whence it will handle the sale of the two Harley Davidson models; the 8hp (815cc) chain-driven twin, with or without two-speed gear, and the 5hp single inclined cylinder, on which transmission is also by chain...The four members of the firm—three Davidsons and one Harley—commenced operations in a very small way some years ago, and now have one of the largest purely motor cycle factories in the world, employing 1,500 hands, and in 1913 they manufactured 20,000 machines and expect to turn out 25,000 in 1914.”



If the claims were true, the Pope was the fastest roadster on the planet.



Apart from their engines the 5hp and 8hp Harleys were virtually identical.

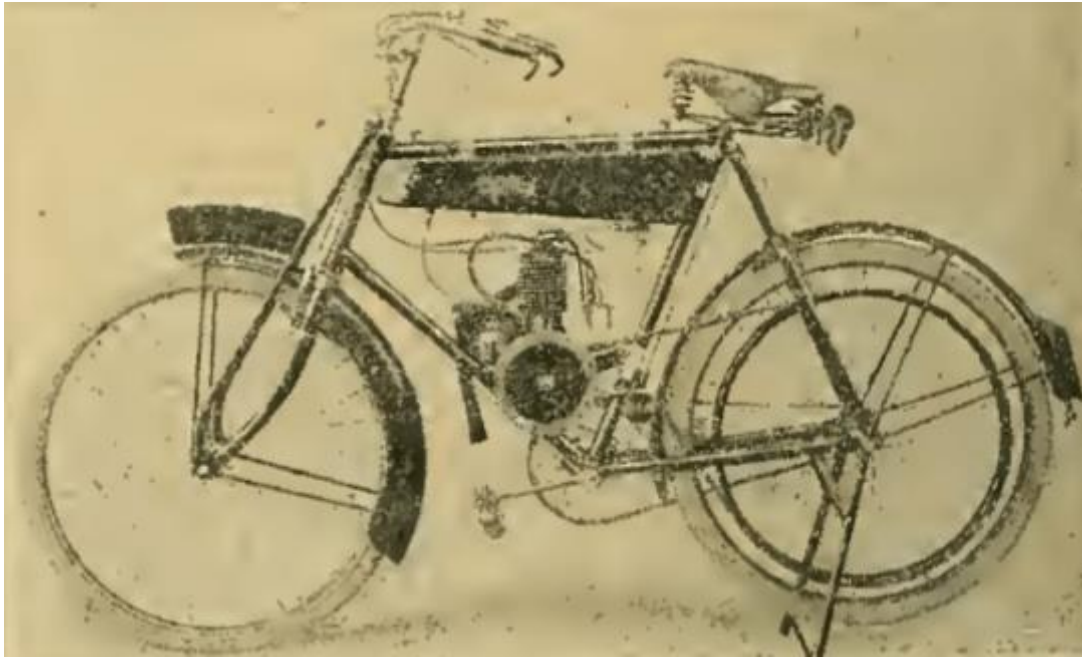
You will see many 1914 Boneshakers at Olympia, but if you have "had some," see Stand 39 and the last word in Spring Frames.

CHARLES EDMUND & CO., CRANE BANK, CHESTER, and 20, CLAVERING AVENUE, LONDON, S.W.

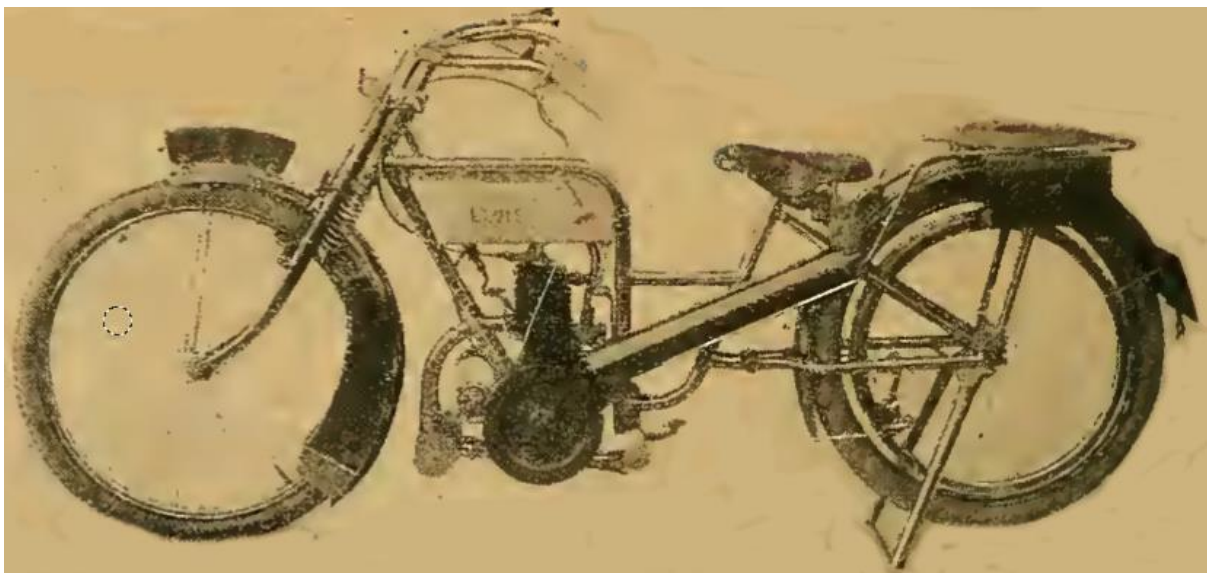
STAND 39. The Stand for Comfort. STAND 39.

This rather cocky ad made much of what was not so much a sprung frame as a sprung seat and footrests. Mind you, the IOE MAG engine was a winner, with a choice of 3½hp,

495cc or 6hp, 740cc; it was described in the show report as “a beautifully constructed piece of work”.



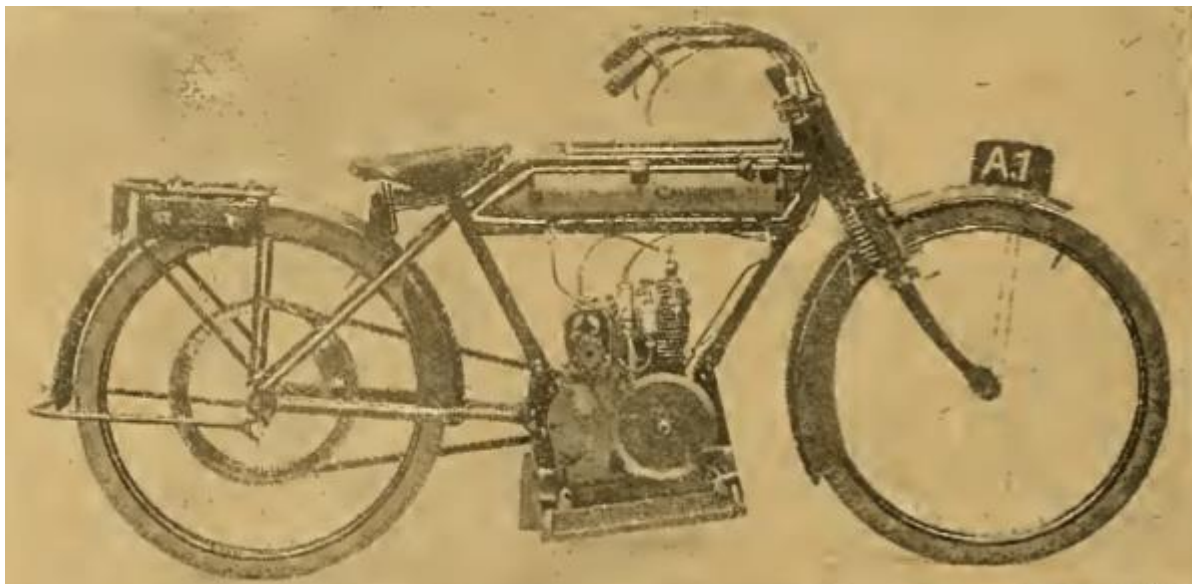
Smith's 102cc JES 'auxiliary motor' weighed 24lb, making it light enough to be bolted to a conventional bicycle though it was also available ready fitted as the moped of its day. Despite relying on an outdated automatic inlet valve the little JES could do 30mph at a claimed 180mpg.



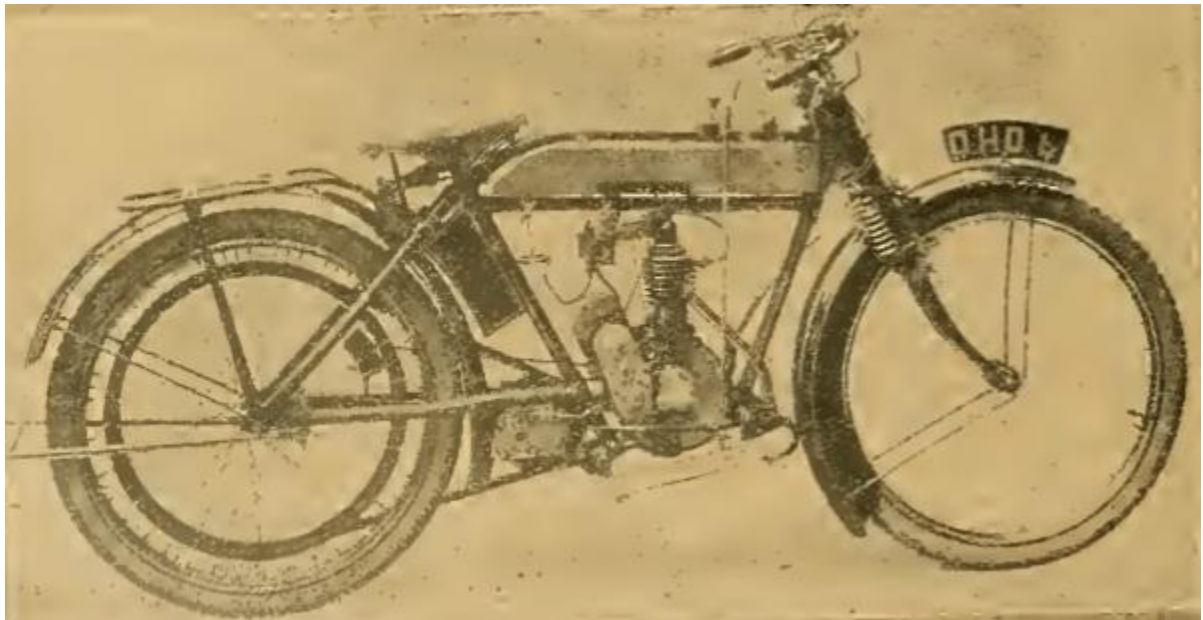
The 2¼hp, 211cc single-speed Levis was, *The Motor Cycle* suggested, “about as simple a form of motor cycle as it is possible to imagine, while the weight, of course, is kept extremely low by the absence of any complications”. On the ladies' model the top run of the belt ran through a tube to protect the rider's dress...



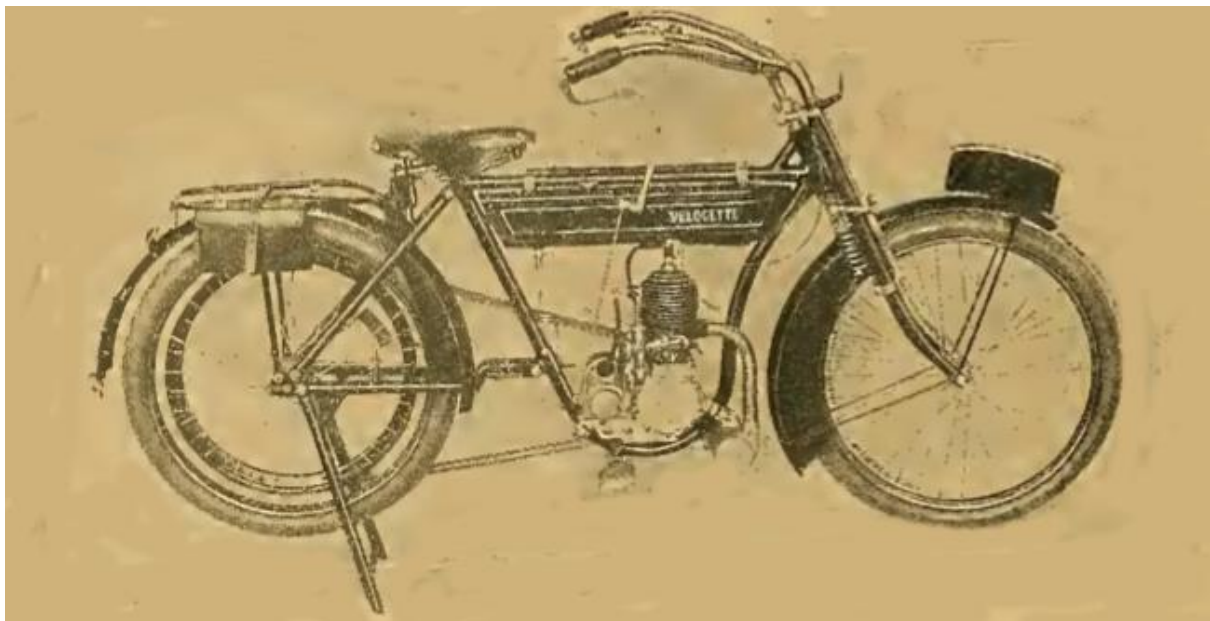
...and here's a modern survivor; a conventionally framed Levis with the 2 $\frac{3}{4}$ hp, 348cc engine retrofitted with the optional two-speed gearbox. It's pictured at conclusion of the 2019 Pioneer Run, piloted by Roger Beale who was a staffer on *The Motor Cycle* in the 1970s.



Three bikes were pictured in the Blue 'Un's Olympia show report under the heading "Single-cylinder Featherweight Machines". The 2hp Calthorpe was marketed as the Calthorpe Junior...



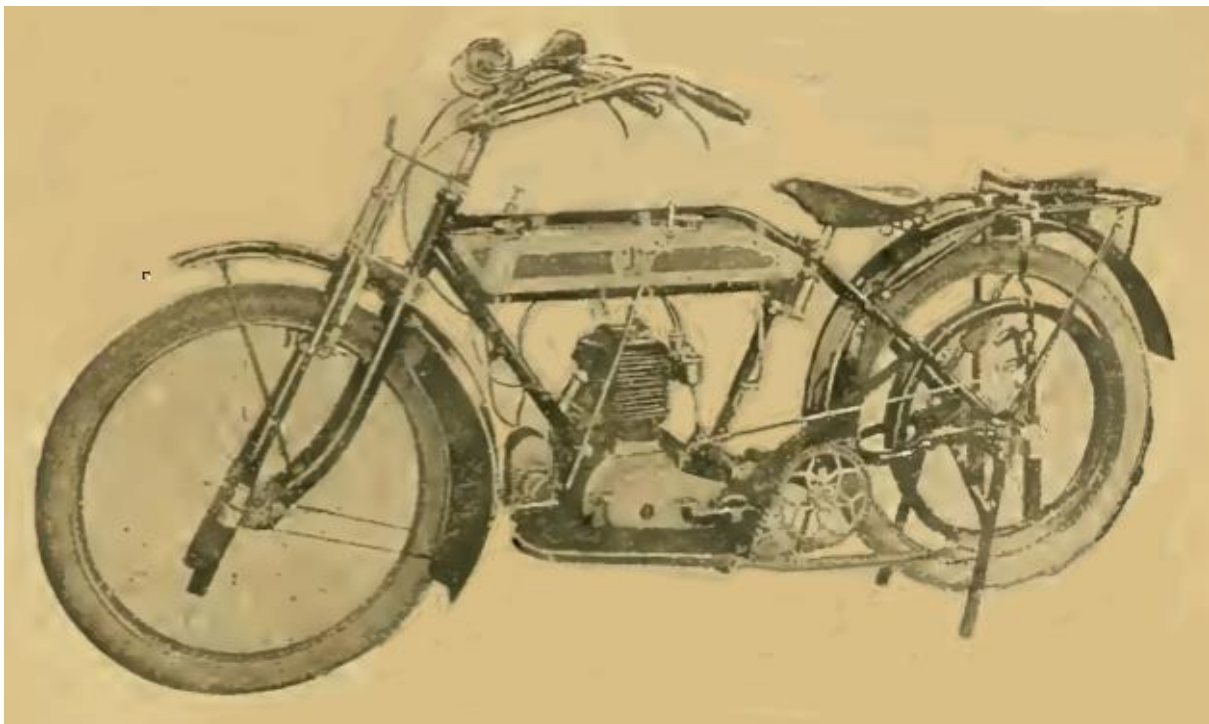
The lightweight two-speed OK was also called the Junior...



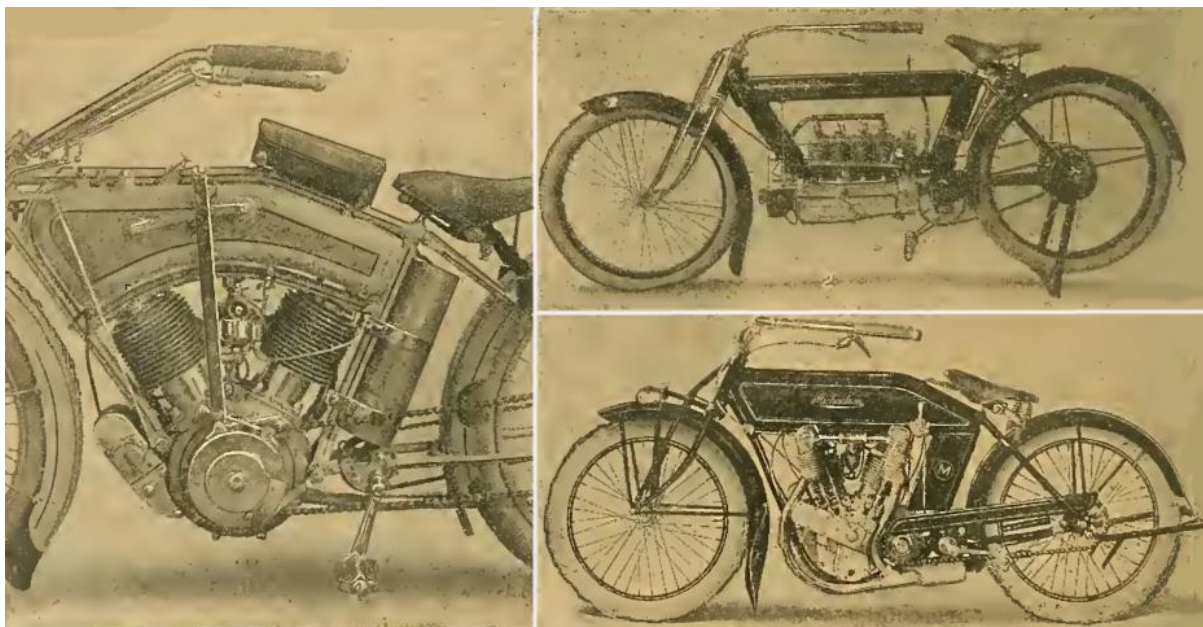
...However Veloce marketed its 2hp two-stroke tiddler using the diminutive form of the company name. Making this the first bike to carry the name Velocette.



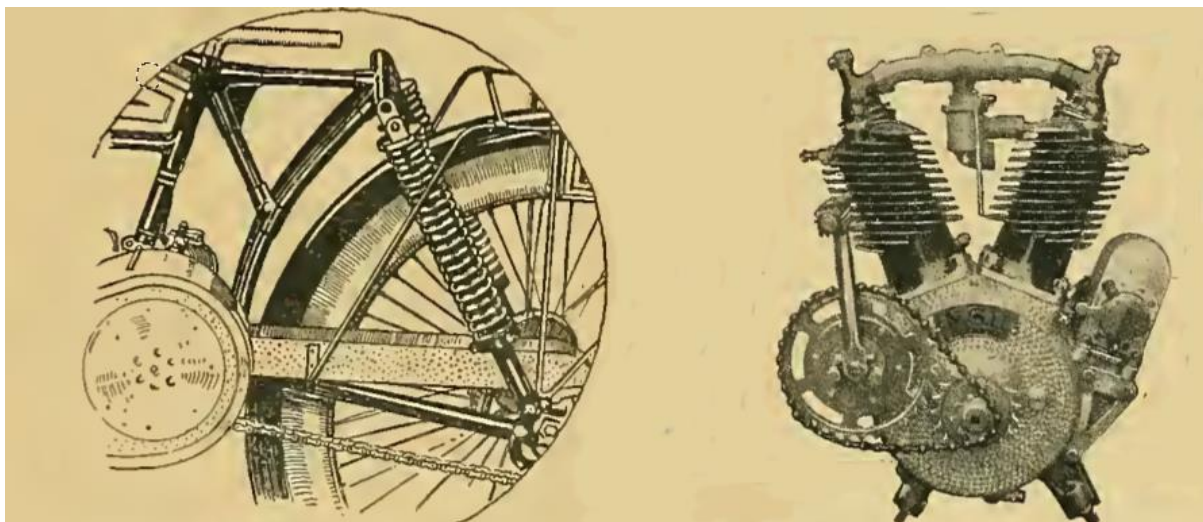
Just as the lightweight Veloce adopted the diminutive Velocette, the lightweight 1½hp Levis was named the Levisette. At just (80lb) it was clearly easy to pick up.



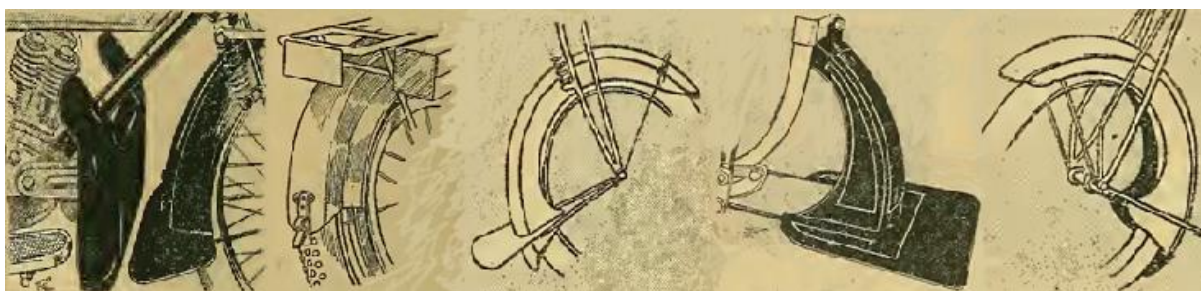
NAB 'spring suspenders' made by the Reliance Works Co of Southampton, could be retro-fitted to forks, frames and seats: "It is claimed that when a motor cycle is fitted with this form of suspension, extreme comfort is obtained in riding over even the roughest roads".



1914 models were appearing on both sides of the pond. Left, “Power unit of the 7½hp twin-cylinder Iver-Johnson showing clutch operation and stays bolted to the cylinder head and brazed to the tank tube”; above right, the four-pot Pierce with large-diameter frame tubes holding petrol and oil—this was Pierce’s final model; by year’s end it was in liquidation. Below right, ’10-13’ ohv two-speed Michelson with chain transmission.



Developments on the NSU front included a long-stroke 994cc 9hp addition to its successful IOE twin line-up with three-speed countershaft gearbox; the big twin’s sprung frame was modified with a pair of springs instead of the single central spring on the established models.



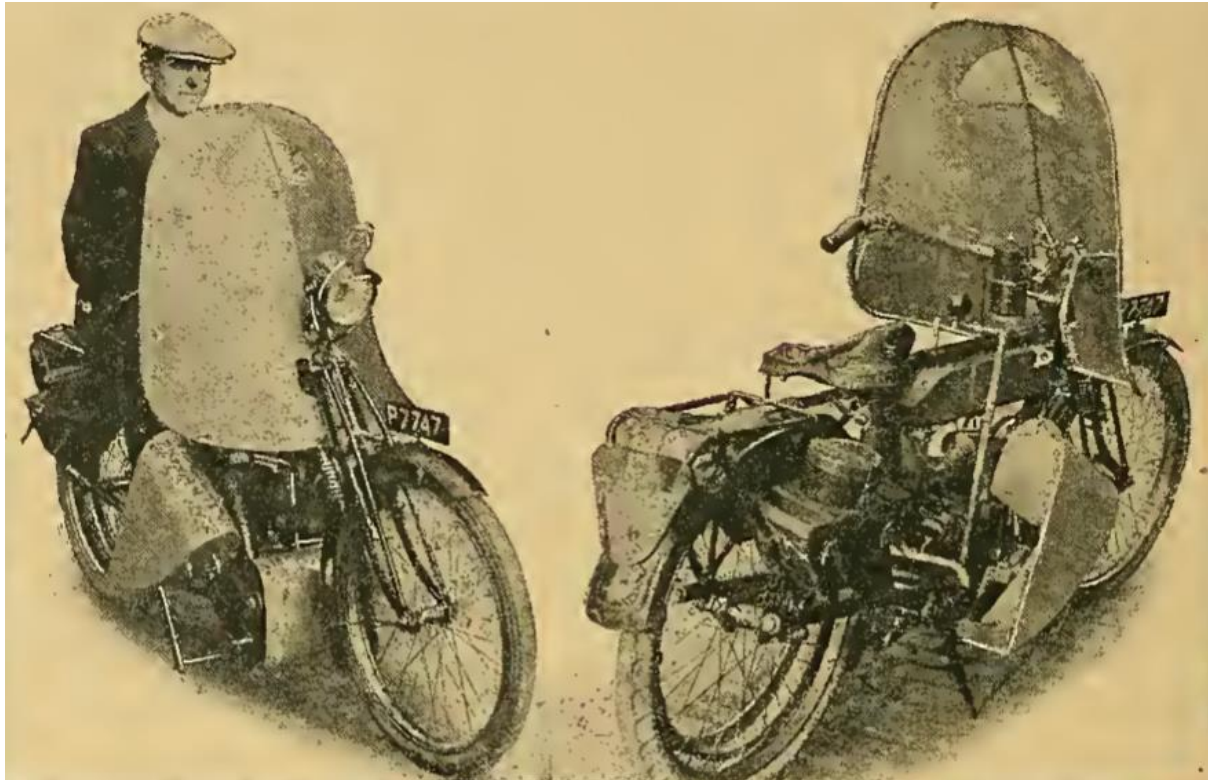
In general mudguards were still diminutive, flimsy affairs which failed to protect riders from sometimes unpleasant detritus thrown up from the road surface. But there were some welcome exceptions from (by the left): AJS (including legshields); Douglas (incorporating a belt guard); Sparkbrook; P&M; and Matchless.



In case the mudguards weren't enough an inventor named Leo Robinson sent the Blue 'Un "a photograph of a splendid protection, put on the market last month, in the form of 'Robinson's Registered Covercape'. This cape, which is made of high quality mackintosh material, fits in a few moments right over the handle-bar of the bicycle, covers the whole of the front, and at the same time fits round the rider's neck and back...There are now several motorists round Lowestoft using these capes, and they are all delighted with them, as they can ride in any weather and keep their engine, ignition, belt, and themselves perfectly dry". And if even the mighty Covercape let you down, check out this artist's impression of "a protective shield with a transparent insertion for use in bad weather". Yes, it's a full fairing.

AVIATION PIONEER AV ROE was also an all-weather motor cyclist. He put his engineering skills to good use on his bike, as he explained in *The Motor Cycle*: "Having occasion to use a motor cycle fairly extensively in the winter, the writer has recently been experimenting with the weather-protecting device, shown in the photographs, fitted to a 3½hp Zenith. It consists of a 3/8in steel tube framework with fabric drawn over it the fabric is drawn tight like an aeroplane wing...Since the photographs were taken, a detachable top piece with a round glass window has been fitted to protect the face, as the wind just caught the forehead, but this could be avoided by sitting further back and bending down slightly. Altogether, the writer has done about 1,000 miles with this protective device...By bending down, one can completely hide behind the screen and see through the Cellon window...One has naturally to be ready for side winds at windy corners, but the disturbing effect on the steering is not so bad as one would

imagine. Being new, it is naturally looked upon by many as some foolish freak...One perhaps appreciates the screen most when pouring with rain or when it is bitterly cold."



"Screens to protect the rider from wind and rain as fitted to AV Roe's 3½hp Zenith."

THE MOTOR CYCLE reviewed that state of the motor cycling nation: "First and foremost is the general gravitation towards three speeds, and for this we have largely to thank the great popularity of the sidecar, and also, in a great measure, the ACU and the Edinburgh & DMCC for selecting such severe courses for their respective Six Days Trials...Chains are now almost universally guarded, while advance in ball bearing and beve] cutting manufacture has improved the efficiency of the shaft drive enormously...A year or so ago

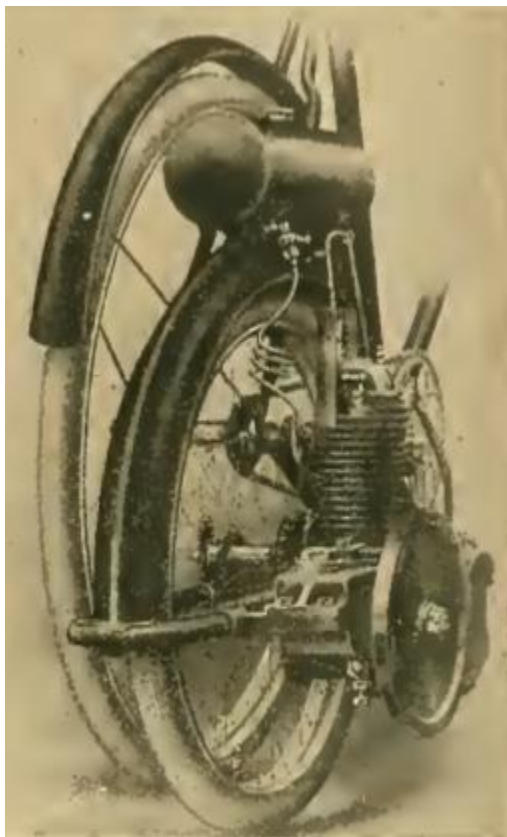


“A useful motor cycling Poncho produced by the Hutchinson Tyre Co.”

we should have lent our ears with some degree of sympathy to rumours that chains were ousting belts, but now we feel very safe in asserting that the belt is so firmly established, owing to its general excellence, that it will hold its sway for some considerable time to come...Perhaps the feature of the Show is the introduction of electric lighting and electric starting in the motor cycle world...While welcoming any novelty that may benefit riders, we prefer to withhold criticism of this fitment till we have seen its performances in open competitions...A significant advance has been made in two-stroke engines, especially of the small single cylinder type, and we believe this pattern will continue to enjoy a growing popularity, unless, indeed, the rotary valve comes with a rush, in which case we believe the two-stroke will be hard put to it to maintain its position...Perhaps the most striking feature of the pastime at the present time is the wonderful popularity of the sidecar. Nearly every motor cyclist, whose means and machine permit of it, sooner or later takes to the sidecar. The attachments themselves may now be purchased equal, if not superior to, small cars in comfort and excellence of finish Far from being a pastime of the young and athletic, as is often stated in the lay press, change-speed gears, comfortable sidecars, spring forks, frames, and large saddles have made motor cycles pleasant means of getting about even to

those long past their first flush of youth...For 1914 many makers are seriously tackling the question of cleanliness, and when the day arrives when motor cycles are as efficiently mudguarded as are cars, about the last objection to our favourite mounts as all weather vehicles will have vanished."

"WE ARE INFORMED THAT it is intended to form a ladies' motor cycle and cycle car club with London as the headquarters, whence trials and competitions will be run. It is hoped that gymkhanas will be organised, and that the intended club will have a team to represent them in open competitions. There will be open events in which men will be allowed to compete, and, if permission can be obtained, members will race at Brooklands. The club will be affiliated to the Auto Cycle Union."



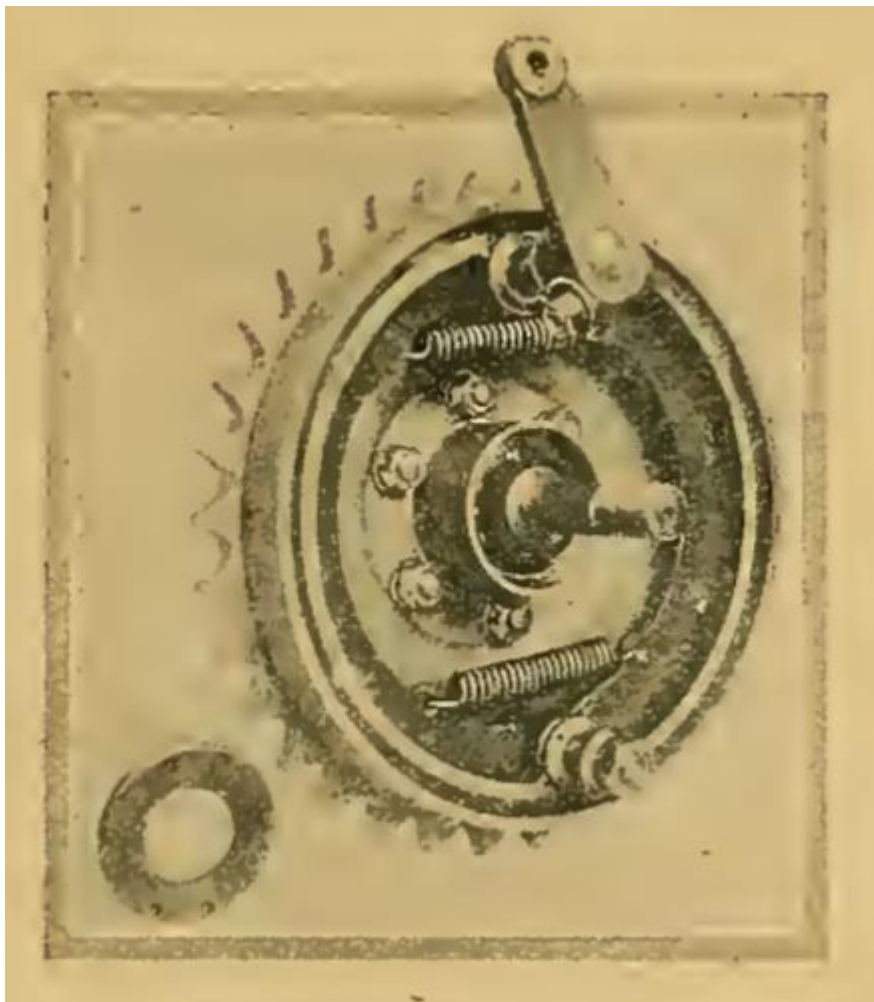
Having sold 1,750 of its Auto-wheel units in a year, the Wall company planned to produce 10,000 during 1914; BSA had ordered 5,000, to be marketed as the BSA auto-wheel *modele de luxe*; Lea Francis also produced bicycles with brazed lugs to take it.

AT THE AA AND MU dinner it was mentioned that there were 45,000 villages in the United Kingdom, and 230,000 miles of roads; 20,000 miles of these were being watched over by AA scouts.

"ONE OF THE DAILIES last week published a paragraph headed 'Kissed by a Cow in a Sidecar'. The paragraph referred to a remarkable accident which occurred to a Mr C Sims of Holbeach, Lincolnshire, while sidecaring in South Lincoln with Mrs Sims in a sidecar. The paragraph states that a cow moved across the road in front of the motor

cycle and was taken up in the sidecar, where it reposed on Mrs Sims's lap. The cow is alleged to have given Mrs Sims a somewhat violent kiss on the cheek, which, it is said, 'Left a headache'. The above may be humour, but if the paragraph had said that the motor cycle and sidecar ran into the cow, which then collapsed on to the sidecar seat, and hit Mrs. Sims on the cheek, it would have been more to the point."

SIX MOTOR CYCLISTS WERE summoned at Auckland (Durham) last week for a technical breach of the Motor Car Act, to wit, having the identification mark on their motor cycles in the wrong position. It transpired that all six riders obtained their machines from the same dealer, who attached the numbers. The size of plate, letters, and numbers were in strict accordance with the law, but they were too close to the base of the plate. Ye gods! Motorists beware! Your coat buttons will soon be the subject of legislation. Will the police soon be provided with micrometers to measure the sizes of registration marks?"



Chater-Lea revamped its successful Model 7 with a dropped frame that cut the seat height by four inches and six inches off the wheelbase. "Internal expanding instead of external band brakes are now fitted, the segments being covered with Ferodo and controlled by cam motion. The brake surface is 1¼in in width."

“THE WEST AUSTRALIAN Tourist Trophy Race has been won by J Norton mounted on a 3½hp Triumph at an average speed of 40mph, which, considering the somewhat rough roads in that part of the world, is a remarkably fine performance.”

“THE PROPRIETORS OF *The Ladies' Field* are offering three valuable prizes for the best amateur ideas and suggestions for a lady's motor cycle costume. The particulars should be preferably accompanied by rough sketches. The outstanding points should be practicality, simplicity and attractive appearance. The first prize is a 2¾hp lady's Douglas, value £53. The second prize is a Wall Auto-wheel for attachment to a lady's pedal bicycle, value £16 16s. The third prize is a lady's leather coat, value £10 10s.”

THE STREATHAM & DMCC HOSTED a trial that included a 50-yard acceleration test, a 100-mile reliability trial, a speed test at Brooklands and a stop/re-start hillclimb test. Gold medals went to riders who passed all four tests with silver for three and bronze for two. There were 82 entrants in eight classes, from solos under 300cc to outfits 750-1,000cc. The target in the acceleration test was simple: an average speed within 5mph of the fastest average. Only a few riders failed, except in Class 3 for solos 350-500cc where S Crawley (3½hp Triumph) won bragging rights after he “set such a



JE Greenwood, the designer of the 1914 model 3½hp Sunbeam he rode in the Streatham club's trial (he won a silver medal).

hot speed that 11 failed to get within the specified 5mph margin”. Rain made some of the hills on the reliability trial slippery but more problems were caused by “mischievous persons who had removed some of the arrows and reversed others...The country was beautiful in its autumn garb, but the fallen leaves and recent rains had made some of

the narrow lanes so greasy that solo riders had to exercise the greatest caution over long stretches of road...On reaching the [Brooklands] track a complete lap had to be made finishing in the straight and a minimum speed was set for each class." The speeds ranged from 33mph for the tiddlers to 52mph for the 750-1,000cc solos and while there were a few mechanical failures (and one outfit that ran out of fuel) all the finishers exceeded the required average—fastest bike on the day was A Wade's 6hp Zenith that did 56.37mph. "It would appear at first sight that the speeds allotted to the various classes were not too high, but it must be remembered that the machines had gone through nearly seventy miles hard work, and were in full touring trim...The re-starting test took place on a gradient of, we should judge, about 1 in 7, the surface, though fairly dry, being slippery on account of its chalky nature. There was much rear wheel slipping, and it was curious to notice fallen leaves actually smouldering after machines had passed over them with buzzing back wheels...Crawley caused a sensation by his wonderful recovery after a bad skid...At the first attempt, Colin Taylor (2½hp Connaught) had a wonderful skid, his machine describing a complete circle; he was, however given a second chance and got away well...20 riders won gold medals, 23 silver and 14 bronze.

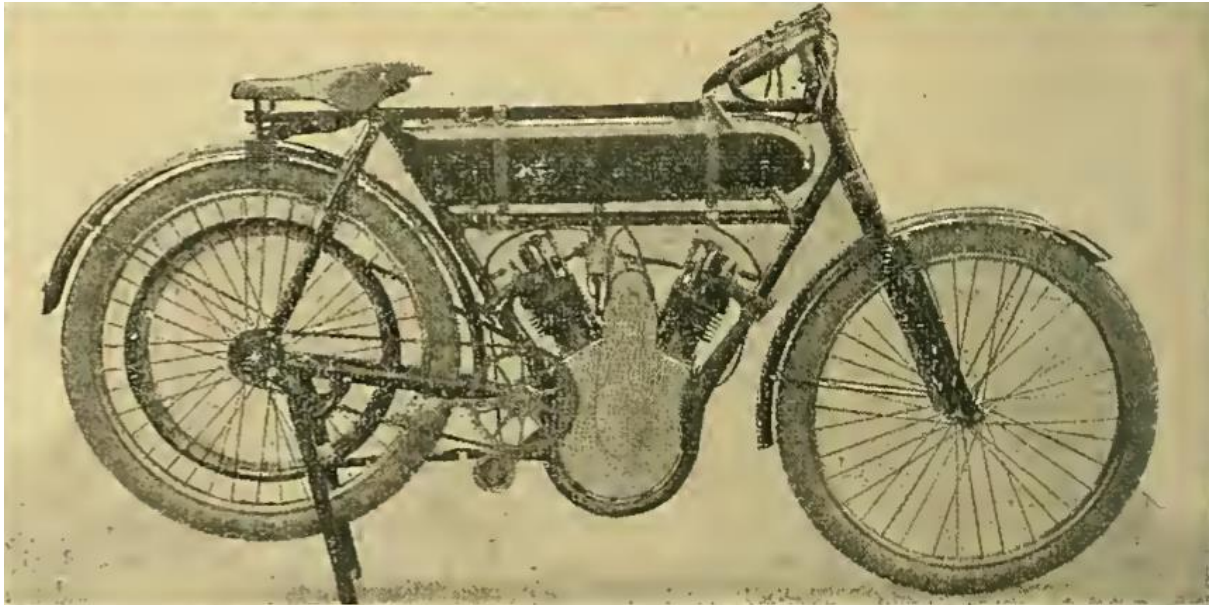


HG Dixon (3½hp James) flat out at Brooklands; AMC Scott (Premier) followed by FA Applebee (Scott) on Tilberstowe Hill; Charlie Collier (7hp Matchless) starting his flying lap at Brooklands.

THE AA, RAC, MOTORISTS' Union, Road Board and luminaries including Lord Montagu of Beaulieu got together at The Savoy to launch a campaign to upgrade the nation's signposts. AA chairman Joynson Hicks MP called for a fund to be started with a target of £45,000 (worth £4.9 million today); he called on AA members to chip in 10 bob apiece (about £50). Signposts, it was suggested, should "indicate the names and mileage distances of neighbouring places, but also the names of the localities in which they are erected".

DELEGATES FROM SOME OF the leading clubs in the North-West got together in Liverpool to form the North-Western Automobile Association, "in order that the clubs in this area might co-operate to their mutual advantage". Founder-members were the

Bury, Chester, Stockport, Manchester, Oldham, Liverpool, Mersey and Preston clubs, with 720 members between them. Nearly half the clubs involved were not ACU affiliated but the resolution 'That this Association has no intention of working in antagonism with the ACU' was passed unanimously.



"The latest Alcyon designs are quite attractive mounts, though, outwardly some features seem a little strange to English eyes. But the motor itself is admirable...a 5hp twin with a two-speed counter-shaft gear and chain drive is manufactured, also a 5hp belt driven single gear twin made on sporting lines."

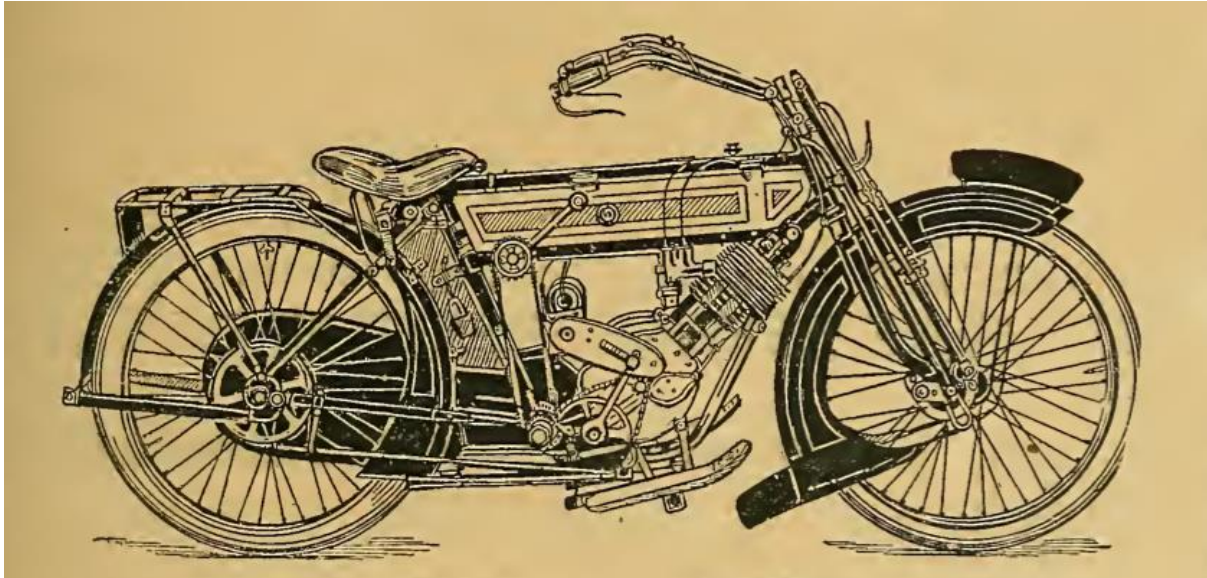
THE ACU TESTED P&M's kickstarter and issued a certificate of its construction and performance. The certificate makes interesting reading. As well as a formal description of this still relatively new technology it gives an insight into ACU practices, while the test itself covers contemporary starting techniques in detail. And anyone who's sweated over a recalcitrant big single will sympathise with the ACU's tester...

ACU CERTIFICATE OF PERFORMANCE.

A Trial of a kick-starting device fitted to a 3½hp Phelon & Moore motor bicycle.

DESCRIPTION OF KICK-STARTING DEVICE—On the right-hand or outer face of the valve gear pinion on the crankshaft teeth are cut. Corresponding teeth are cut on the inner face of the sleeve mounted on a prolongation of the crankshaft, which are normally kept out of mesh with the pinion by a spring. These teeth are undercut, so that when the sleeve is in engagement and rotating the crankshaft it tends to remain in engagement. Mounted on the frame of the machine to the rear of the engine is a semi-circular segment rotatable through about 45° by means of a crank with a hinged pedal pin. The periphery of the segment is smooth, and to each end of it is attached a chain which passes over a twelve-tooth chain wheel attached to the sleeve on the crankshaft. A movement of the crank therefore causes the sleeve to rotate, and at the same time a spring pawl on the outer end of the crank strikes against the outer end of the sleeve,

forcing the sleeve into engagement with the crankshaft pinion. When pressure on the crank pin is removed the crank is returned by a spring to its normal position. Stops are provided to limit the travel of the crank in either direction, the backward stop taking the form of an adjustable spring buffer. Means of adjusting the tightness of the chain or the lateral position of the segment are also provided.



This drawing of a 1914 model P&M clearly shows the kick-starting mechanism.

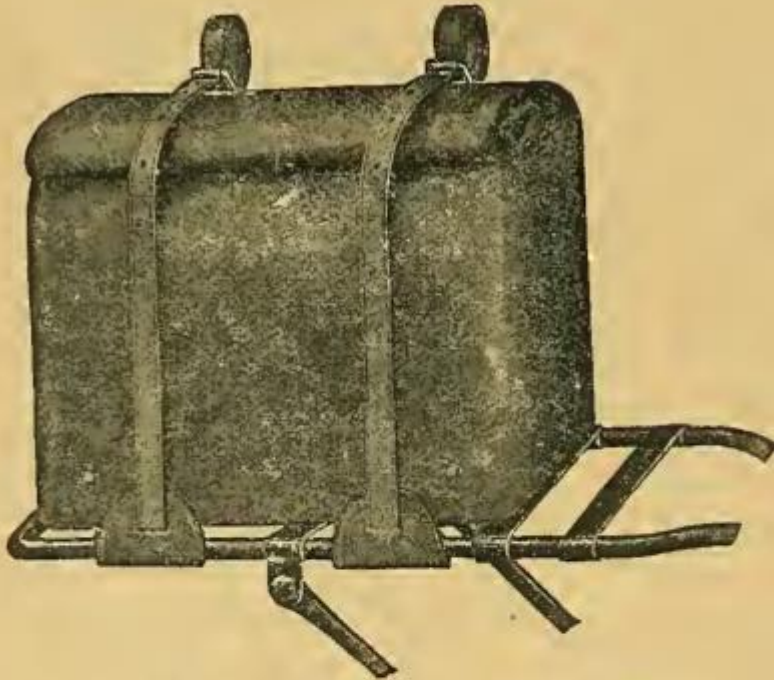
TRIAL—On Wednesday, November 5th, a standard 3½hp P&M, cylinder dimensions 84.5mm bore, 88.9mm stroke [498cc], was selected at random by a representative of the Union from amongst five machines then in stock at the London showroom. This machine was immediately wheeled to the official garage and locked up. At 10.30am on Thursday, November 6th, the garage was unlocked. The driver opened the oil drain tap and drained off the oil in the crank case. The lubricating oil and petrol tanks were also emptied. The petrol tank was then filled with petrol (Shell No 1 brand, specific gravity .725 at 10.8°C temp). The oil tank was filled with one quart of Price's Motorine A oil, purchased from stock. Two pumpfuls of oil were injected. About a teaspoonful of petrol was injected into the combustion head. The carburetter was flooded and the engine freed with three strokes of the kick-starting device, the exhaust valve lifter being raised. With the carburetter controls set with the gas full open and the air shut, the half-compression device in action and ignition fully advanced, an attempt was made to start the engine at 11.6am, the atmospheric temperature being 11.3°C. After eight attempts the carburetter was again flooded. On the twenty-fifth attempt the engine fired continuously, two minutes having elapsed since the first attempt. Within the following two minutes and with the same carburetter, ignition, and half-compression settings. the engine was started by the kick-starting device twenty times in twenty-three attempts. The engine was then allowed to cool, until the exhaust valve cap temperature fell to 18°C. at 11.29 a.m. About a teaspoonful of petrol was injected. The carburetter was flooded, and the carburetter ignition, and half-compression device controls set as

before. Within 45sec from the first attempt, and on the sixteenth attempt, the engine fired continuously. Between 11.30am and 11.32am the engine was started twenty-one times in twenty-two attempts, controls being set as previously, except that after the tenth attempt the air lever to the carburetter was slightly opened. The engine was again allowed to cool, until the exhaust valve cap temperature fell to 18°C at 11.55am. About a teaspoonful of petrol was injected. The carburetter was flooded, and all controls set as for the first test. Within 40sec from the first attempt and on the thirteenth attempt the engine fired continuously. Between 11.56am and 11.58am the engine was started twenty-five times in twenty-five attempts, the last fifteen attempts being with slightly open air lever. At mid-day the machine left the official garage with a sidecar attached, which was occupied by the official observer. It proceeded by a circuitous route to the top of Netherhall Gardens, NW, and back to the official garage. During the above run eight traffic stops were encountered, and the machine was also stopped by direction of the observer on the steep part of Fitzjohns Avenue. In each of the above nine cases the engine was restarted by the kick-starting device on the first attempt. The machine was locked up from 12.45pm until 2.36pm, by which time the temperature of the exhaust valve cap had fallen to 16°C. About a teaspoonful of petrol was injected. The carburetter was flooded and the engine freed with three strokes of the kick-starting device, the exhaust valve lifter being raised. With controls set as for the morning's tests, an attempt was made to start the engine at 2.37pm. Within 26sec, and at the sixth attempt, the engine fired continuously. Between 2.38pm and 2.40pm the engine was started twenty-five times in twenty-five attempts, no alteration being made. No adjustment or lubrication was made to the kick-starting device either before or after the trial. At the conclusion of the trial the sparking plug was examined, and the minimum spark-gap found to measure about .07in.

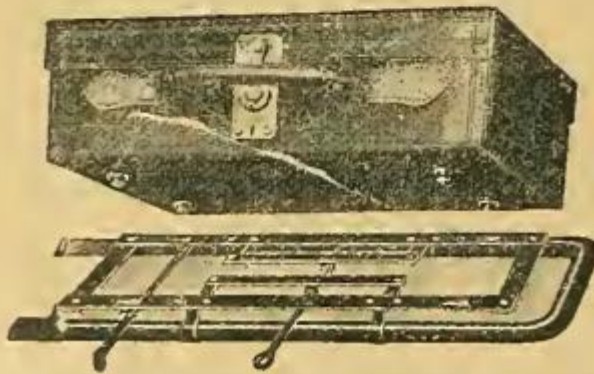
The weather throughout the trial was fine, the sun was shining, the atmosphere was humid, and the temperature was steady at about 11.3°C.

(Signed) E PERCY GREENHILL,
Chairman, Competitions Committee.

(Signed) TW LOUGHBOROUGH,
Secretary.



LYCETT'S Handy "SWAG-BAG."



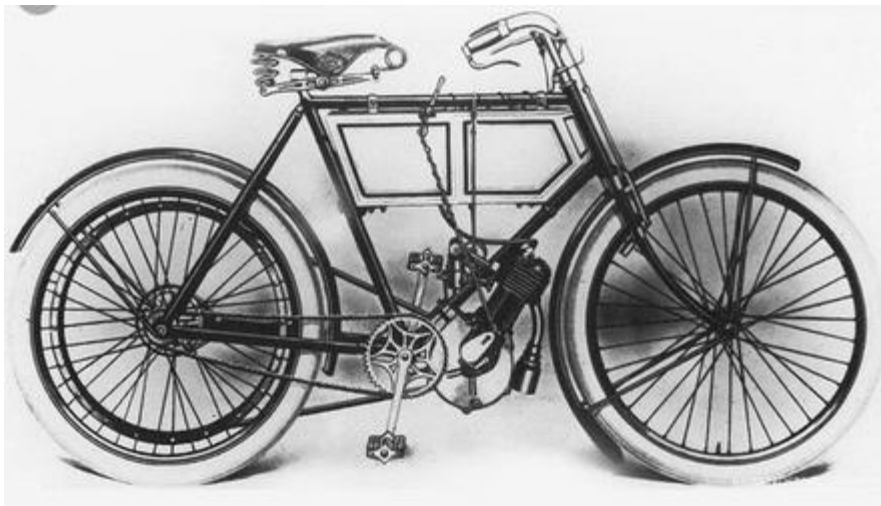
LYCETT'S Patent "Attache" Carrier Bag.

Specialised motor cycle

luggage gear was evolving fast. The Swag-Bag "is a very useful collapsible Tourist's Handy Bag, being adjustable to size of contents. Remarkable capacity for holding clothes, etc. Dustproof and Waterproof. Made in two sizes". The Attache Carrier Bag. Securely fastened with Spring Lock. Can be opened on Carrier, or removed instantly, by releasing clips."

CB FRY'S MAGAZINE OF SPORTS AND OUTDOOR LIFE was a well respected monthly that covered everything from soccer, tennis and golf to huntin', shootin' and fishin'. It took an interest in motor cycling too—and indeed on the chaps who rode them: "Motor cycles owe their parentage to the humble pedal driven machine, and they have shown themselves worthy offsprings. Ten years ago a motor cycle was a weird concern which, when it did happen to run for a few yards under its own power, proclaimed its presence

with so much rattling and explosions that it was regarded as an ungainly contrivance which had to be checked. Producing firms stopped constructing them and concentrated on the pedal cycle save one; that firm, the Triumph Co, saw the possibilities of the mechanically propelled single-tracker, saw and realised that a greatly improved model would stem the receding tide of enthusiasm. For a long and thankless period the stalwarts ploughed a lonely furrow, deafening their ears to the discouraging remarks which were made, until at last a type had been evolved which was a motor bicycle in effect as well as name. The production of this model brought back the ebbing tide. The waning interest was revived and gradually the motor cycle came into its own. From that time, and that was but a few years back, the industry has grown enormously...Truly, the 1913 model motor cycle is a wonderful little machine and those motor cyclists who have just come into the movement may congratulate themselves on being very well cared for. Anybody can ride a motor cycle nowadays, for the control is as easy as that of a pedal cycle. Those who have given their orders must possess their souls in patience until their machines are delivered, but when they do come—well, there should not be any more public antipathy. What little noise the new models do create will be wanted; a little noise is much safer than absolute quietude. How we have progressed! There is more difference between a 1913 motor cycle and one of ten years ago than there is between the old velocipede and the high-grade pedal cycle of today. What the motor cycle of the future will be, as compared with that of today, nobody can tell, but until Edison or some other genius has learned how to chain up and store potential energy, I cannot see much room for improvement...When I was a mere novice at motor cycling I took a friend, who was a bigger duffer than myself,



When other manufacturers were dropping by the wayside Triumph kept the faith

on a tour in the West Country on a single cylinder Triumph and side-car, and although I pitched my passenger over the Undercliffe Drive at Bournemouth on to the sands beneath, I brought him back without a single involuntary road stop. I maintain that a single cylinder is good enough for the exigencies of ordinary touring; if you don't think it

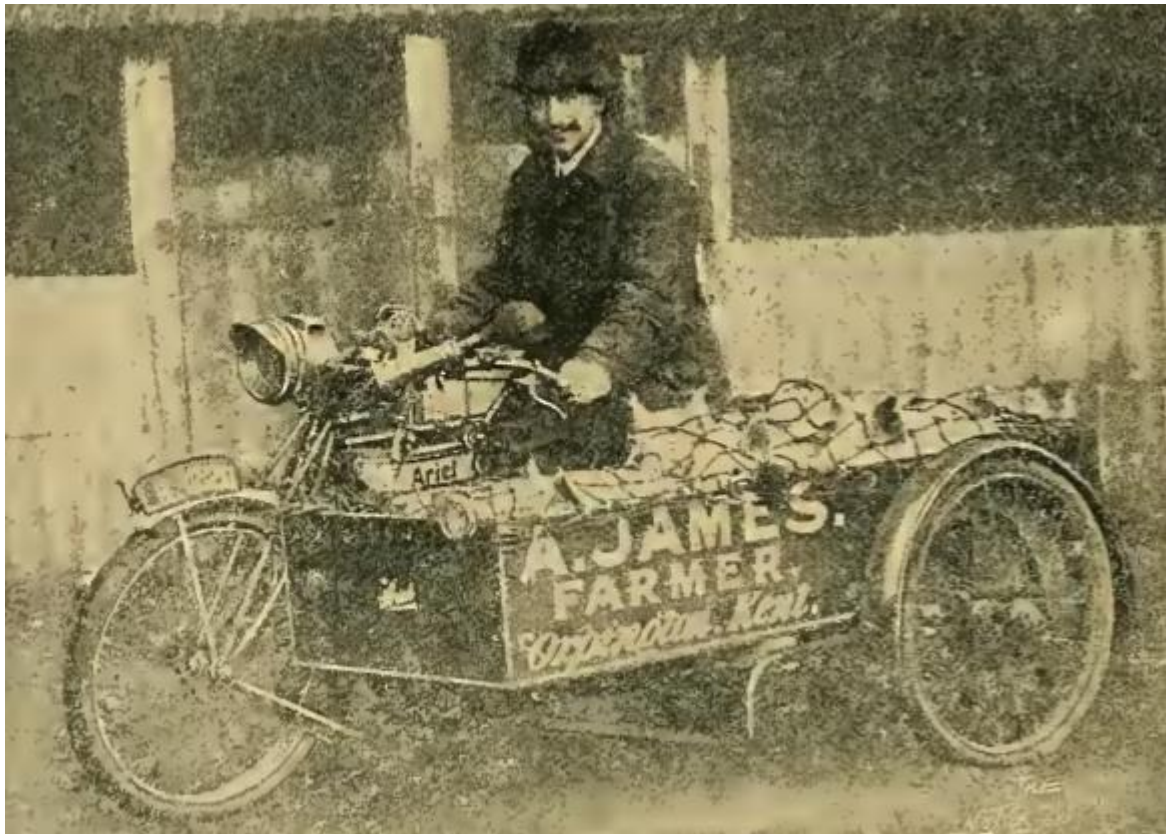
is, well buy yourself a twin – but I promise you, you won't get any more fun out of it than I do from the less powerful mount...That little episode which landed my friend and me on the sylvan shores of sunny Bournemouth with a motor cycle and sidecar lying alongside calls to my mind a new class of motor cyclist which has arisen. His name is Parade Hog, and his chief peculiarities are a lavish regard for highly coloured socks, a decided inclination to wear his trousers tucked up nearly to his knees and a fondness for riding with an open exhaust along a seaside parade. Now my home is at Southend, a town which boasts of its social status. We reserve the east side of the town for the East-enders, upon whom the town thrives, and the thrivers have the west side, including the cliffs. A goodly percentage of us are parvenus and we like to smoke our cigars on the cliffs while the band plays on Sunday afternoons and evenings. Some of us appreciate good music, and those who don't pretend they do. You will see all the tradesmen and the City men sitting it out on the cliffs during the week-end, and you will also see some happy examples of the parade hog who spoils our tranquil ease and hurts our sensitive ears. We might be listening to Mendleson's Spring Song or some other Master's happy inspiration when one of the Parade Hogs rides up with his engine roaring out its presence and his socks startling the music-lulled somnolence from us. Fancy red socks and open exhausts with Chaminade's 'Ritournelle'. Ugh! But seriously, these Parade Hogs are a nuisance. They bring disrepute on all motor cyclists and the Auto Cycle Union would do well to try and stamp them out. A motor cycle is a machine which is meant to convey you from one point to another, either on a matter of business or pleasure. It is not a possession for exhibiting purposes, and if the Parade Hogs only knew how ridiculous they made themselves they would be away with their mounts to more secluded pastures. I do not pose as a selfless rider, I have no claim to such an adjective. But my prime reason for motor cycling is that I enjoy it. I love riding on a saddle with a palpitating engine subservient to my every wish beneath me. The Parade Hog appears to set the greatest store on his machine as a possession which will bring him in local fame and adulation."



This

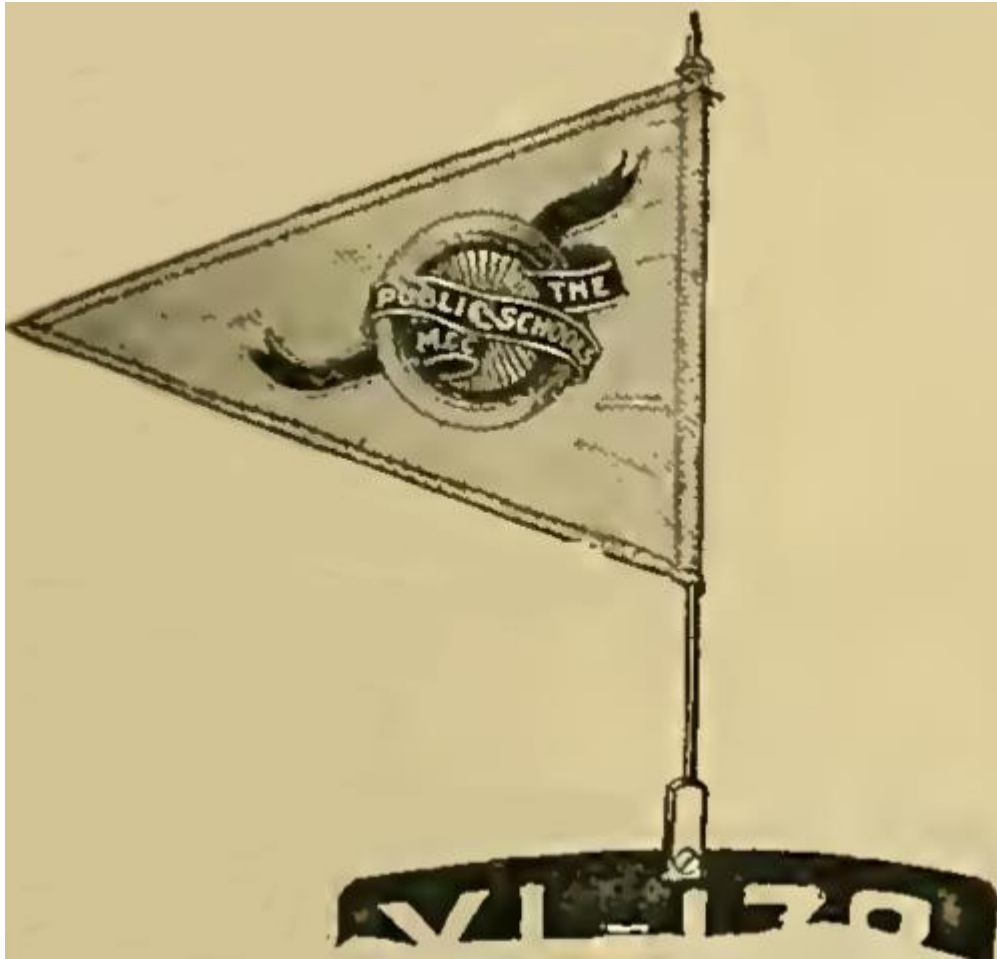
eminently respectable New Imperial rider on the Pioneer Run doesn't realise that a century earlier those red socks would have marked him out as a Parade Hog!

THE *DAILY EXPRESS* gave a 30-guinea cup to the winner of the three-lap Benzole Handicap at Brooklands. Semspray carbs were used on the first three finishers. In an advert promoting this feat, Semspray added a testimonial from J Stewart-White's report, Over twenty frontiers in ten days: "The Semspray carburetter handled all the vile mixtures sold as petrol without complaint, though they varied from paraffin to I believe alcohol".



“How five little pigs went to market! The difficulty of conveying farm stock from one place to another has apparently been solved by an Orpington farmer, who has fixed a suitable sidecar body to his 3hp Ariel, and is seen with a complement of pigs.”

“THE PUBLIC SCHOOLS MCC has brought out a flag. It is red with the crest of the club painted in oils, mounted on a brass flagstaff...The club is run on the most thoroughly sporting lines, and there is great bon camaraderie among all the members.” The club’s annual dinner, let it be noted, was to be held at the Waldorf. However, the Blue ‘Un noted: “Owing to the similarity of names there was some confusion in two announcements in our Club News pages last week. The Public Schools MCC (London) will hold speed trials at Brooklands...while the Public Schools MC (Birmingham) have a meeting at Olympia on the same day.” An early bike club turf war, perchance? Perish the thought!



Club flag of the Public Schools MCC—not to be confused with those rotters from the Public School MC!

“TO SHOW HOW SUCCESSFULLY the Rudge Co have tackled the problem of silence on their 1914 models, which are now the type being delivered to the public, the firm inform us that they have received a notice from the Coventry police authorities requesting that employees use efficient horns when out testing; so efficient are the new Rudge silencers.



This

Rudge was certainly a hush-hush model—it was fitted with a Davis silencer and entered in the ACU Silencer Trials at Brooklands.

AN ANGRY CAR OWNER wrote: “Sir, I hope your old-established paper will do all it can to discourage the present reckless way in which so many youths drive motor cycles with and without sidecars. To this fraternity speed and noise seem the chief desiderata. [f they only endangered themselves it would not matter so much, but the total lack of judgment

displayed in passing cars which are theinsselves passing other vehicles, makes one doubt if such people ought to be allowed to drive at all. I am frequently on the Poitsmouth Road between Pain’s Hill and Godalming on Sundays when there is an immense amount of motor traffic about, in fact this road resembles a London street rather than a country road, and this is the occasion when the objectionable type I refer to abounds in consideiable numbers. It used to be an established custom that in certain circumstances one must slow up behind a slower vehicle which is being passed or about to be passed by another, before attempting to overtake it. Not so, however, with the reckless motor cycle gentleman; he appears ready to go through anything, even when he has a girl with dangling legs across the carrier, a practice which I, having seen a bad accident through this, consider the last form of madness. It is impossible, I am afraid, to prevent by law people abusing the pleasures of the road and endangeiing others. The only method is to create a sound public opinion on the matter and to educate these ‘nincompoops’ to drive like gentlemen.”



“The above photograph was taken during a five miles run on a 2½hp Premier, when the rider covered the whole distance without touching the handle-bars.”

DOUGLAS PROUDLY ADVERTISED its sales figures: 1908, 50; 1909, 350; 1910, 1,000; 1911, 2,000; 1912, 3,000; 1913, 5,400.

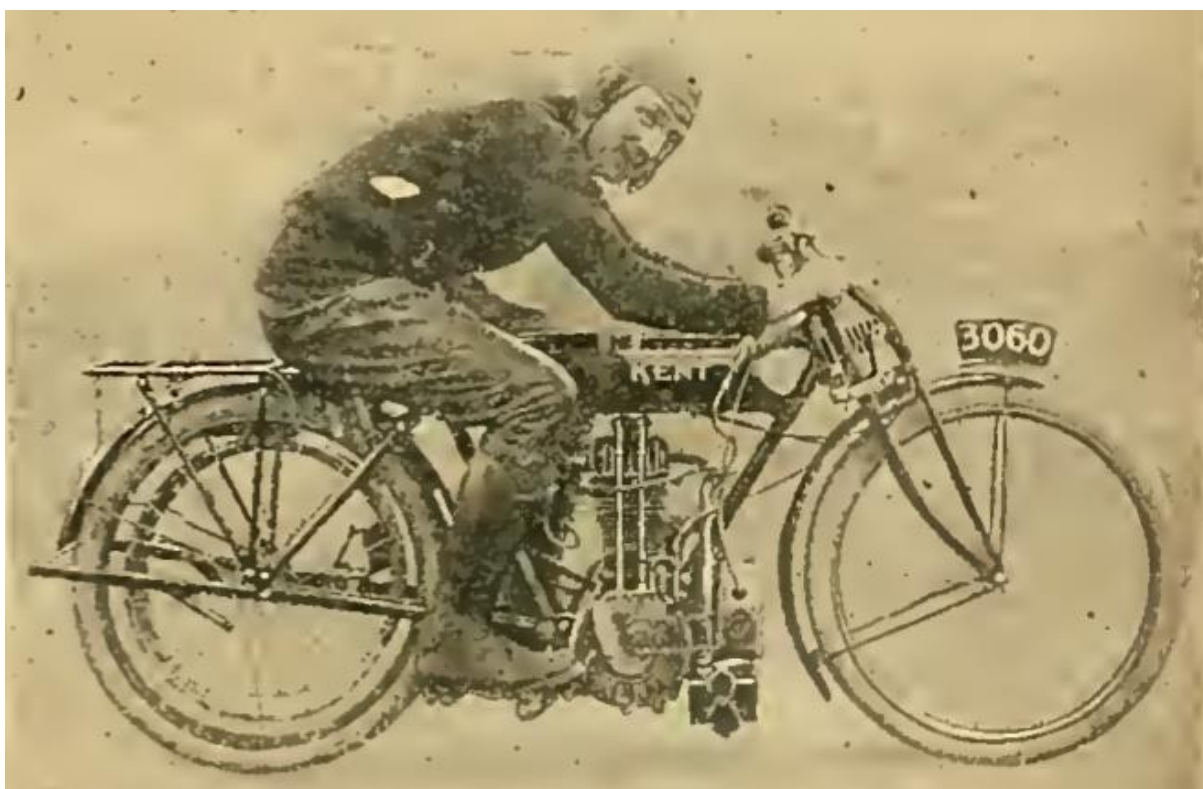


Motor cycling was clearly flourishing in the Antipodes; this was taken in Melbourne.

CYRIL PULLIN LAPPED Brooklands on a 3½hp Rudge for six hours to set class records at 250, 300, 350 and 400 miles, as well as five and six hours. The average speed on all these records was mighty consistent at 59.71-59.77mph. TE Greene rode his Rudge a little farther and faster, to push the seven-hour record up to 419 miles 823 yards—an average of 59.92mph. Nearly 60mph; but not quite—they were hampered by strong wind. On the same day Lieutenant RN Stewart won a bet with fellow officers in his regiment (despite the initials he wasn't in the senior service). He set out to prove that he could ride round Brooklands for a solid nine hours on his 349cc NSU twin. And, supported only by his servant and orderly, he did just that, setting a 350-mile class record of 41.01mph as well as eight and nine-hour records of 41.00 and 41.09mph respectively. Within a week Max Hainzel on a 190cc 2hp NSU beat the three-hour record in Class A (for machines up to 275cc by covering 135 miles 1,101 yards; an average speed of 45.21mph.



CG Pullin and his chums at the conclusion of his record breaking blast.



The Aussies were not afraid of innovation: Eglington and Clarke, of Adelaide designed and built the 3½hp Rova-Kent with an ohv four-valve head. CWA Korner rode it to victory in a South Australian MCC hillclimb but the Rova-Kent had faded away within a year.

“AT ONE TIME CARS threatened almost a monopoly of nomenclature by initials, the fashion being started by the Italians with the FIAT. Nowadays motor cycles and cycle cars have equalled, if not passed, cars in this respect, and the Italians are still to the fore with the SIAMT. Among others identified by the first letters of their full names are the BSA, NSU, AJS, FN, LMC, MR, PV, NUT, OK, P&M, AC, GWK and GN, while among engines we have of course the JAP, ABC and MAG. Again there are the B&B, SU, UH, U&I and FRS among well-known accessories. We wonder how many motor cyclists can give the full name correctly of all these makes?”



“An American couple, Mr and Mrs Stroganoff, who use a twin cylinder Emblem bicycle with seats arranged side by side. At the back there are two smaller seats for children.”

AT THE REQUEST of the secretary of the Board of Education the Science Museum in South Kensington put a Wall Auto-wheel in a standard BSA bicycle on permanent display.

IXION HAD BEEN trying out an electric horn: “The penetration of the squawk is exceedingly sensitive to the condition of the battery; when the voltmeter registers 4.2, you can get a sound like the dying yell of a dodo, but when the battery is down to 4 volts, the hooter whispers like a punctured doll trying to ejaculate ‘mamma!’”

OLYMPIA SHOW ATTENDANCE was a record breaking 147,749; up from 130,876 in 1912. “In 1912 there were 409 singles to 219 twins, this year the twins increased to 250 and the singles (despite the number of very low power) fell away to 343. Direct belt dropped by almost exactly 100 from 411 in 1912, and chain drive gained 25% from last year’s 162. The three-speed gear has increased by about 30%. Curious hp rating was another point, there being little attempt to explain the exact difference between a 7-8, a 7-9, and a 7-10, or between a 5-6 and 5½. The 3½s was equal to one-third of the whole number. There were no less than 19 of 1hp, the other limit was reached by a single ‘nine’.”

“IT IS INTERESTING to note, in view of the congested state of the roads in many cities, that about AD67 the Roman road authorities did not allow slow moving heavy vehicles to occupy the main arteries of the city. These carts had to be driven at night.”

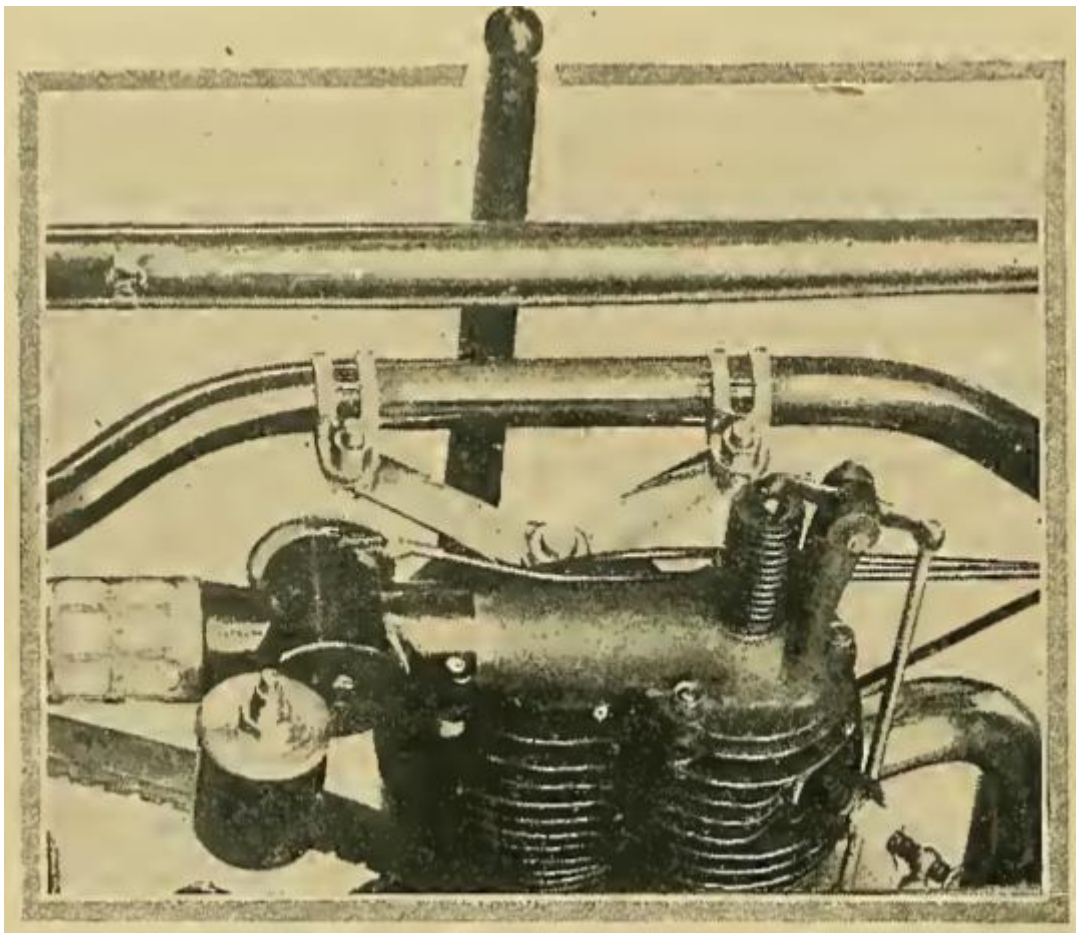


“The Toronto Motor Cycle Club recently held their annual hill-climb at High Park toboggan slides. The surface was about three inches thick with loose sand and the distance an eighth of a mile, with an average gradient of 1 in 5. H Kipp (7hp Indian), the ultimate winner, near the top.”

“A £40 CASH PRIZE has been offered by the Italian agent of NSU to the motor cyclist who covers a flying kilometre on the road in 28 seconds—nearly 80mph.”

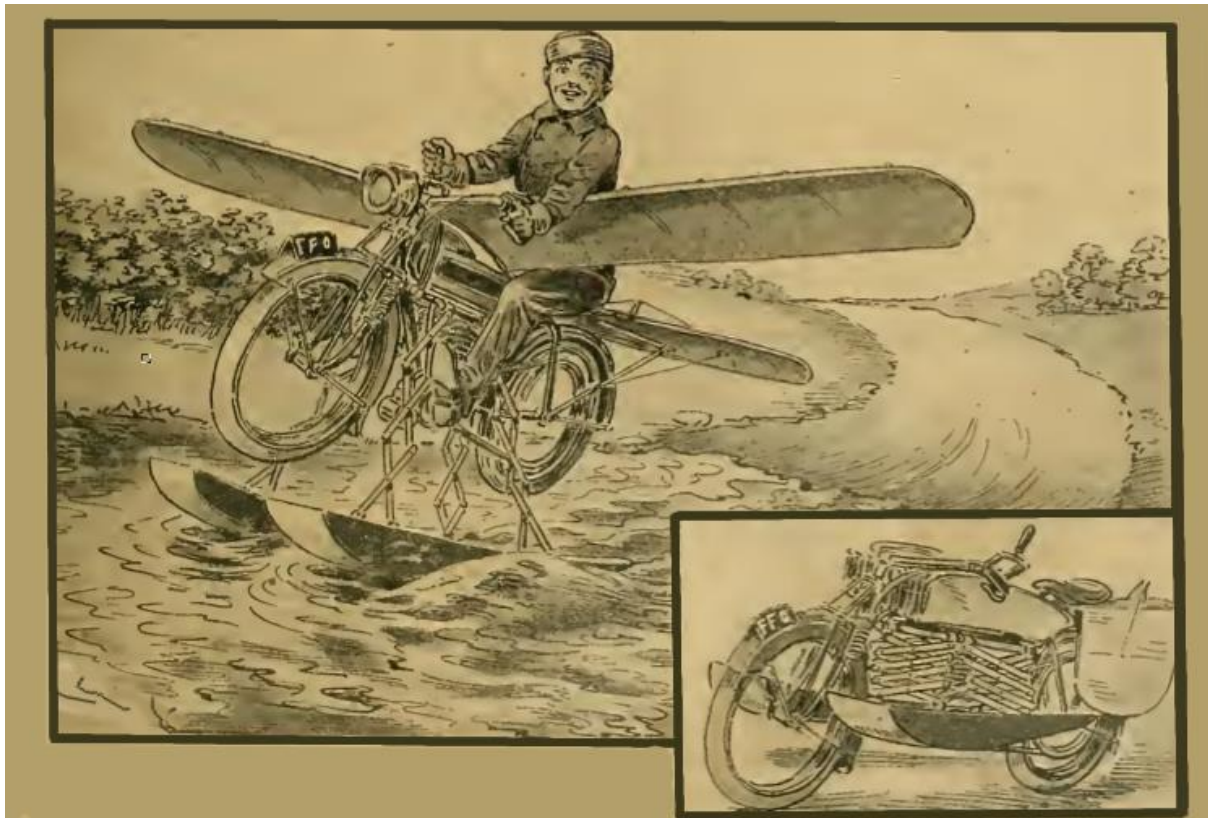
FROM THE EDITORIAL of *The Motor Cycle*’s Christmas issue: “May Good Luck go with them: An eminent Roman lawyer, when analysing a legal case, invariably put the question *Cui bono*? And in modern English that is equivalent to “Who is getting anything out of this?” Now we fancy that among, the thousands of persons who on Boxing Night

witness the departure of the hardy voyagers from Staines on their way to Exeter and back a good number will put this same question: *Cui bono?* The answer is simple and terse : Nobody. The masses in this country have grown so accustomed to have their sports and games played vicariously that they have largely become lookers-on instead of performers, and thus the prospect of over a couple of hundred stalwarts prepared to suffer a very considerable amount of personal discomfort, and even pay out good money to do so, is one that is difficult of assimilation by the ordinary crowd. For, intrinsically, the rewards are paltry. A gold medal can be picked up almost anywhere at far less trouble and expense—so obviously it is not these awards they go for. Why, then, do these men go ‘into the dark’? Well we rather think that all said and done, the real reason is that love of adventure which has gone so far to make our country what it is, and we think it is an excellent thing to find such a spirit so awake and enthusiastic in a time which croakers describe as a ‘flabby age’. As a test of machines this trial pales before its severity as a test of men, but we feel quite confident that, unless actually snowed under, the great majority will come through smiling for their gold medals, and right well will they deserve them.”



“We illustrate herewith the steadying braces now supplied to support the cylinders of the 750cc Rudge. They are fixed to the curved bottom rail of the frame by detachable clips.

The supports are said to reduce vibration to a minimum.” An early example of the head steady that would later appear on many later models.



“The flying fish: a type of ‘motorcyclewaterplane’ which has been suggested to our artist by the frequent inclusion of streams and rivulets in reliability trials. Simpl push the lever forward, which by means of Bowden wires extends wings and floats!”



An Italian

firm hooked a brace of sidecars onto a 6hp Enfield and displayed it in London. As a four-wheeler it would have been taxed as a car, had it caught on, which it didn't.

"SINCE THE MOTOR cycle has come into its own the annual increase in number has been startling, and of recent years has become more and more marked. Statistics go to prove that there are now 179,926 motor cycles registered in the United Kingdom, and that the increase during the year ended October 31st 1913 amounts to 38,770, a truly wonderful figure. Dividing up the total into the three countries we find that England and Wales liave an enormous lead, with a total of 158,120 machines. Scotland comes next

with 13,280 and Ireland last with 8,526. The reason for these wide gaps are, of course, obvious, for besides the difference in area and population the question of roads is an important factor. There are more motor cycles (26,318 to be exact) registered in London alone than in Scotland and Ireland together, and Birmingham comes next with 7,011. Middlesex (5,395) is the only other county to exceed 5,000. but Kent and Essex have 4,596 and 4,383 respectively. There are only 45 motor cycles registered in Waterford, and this is the smallest number on record."



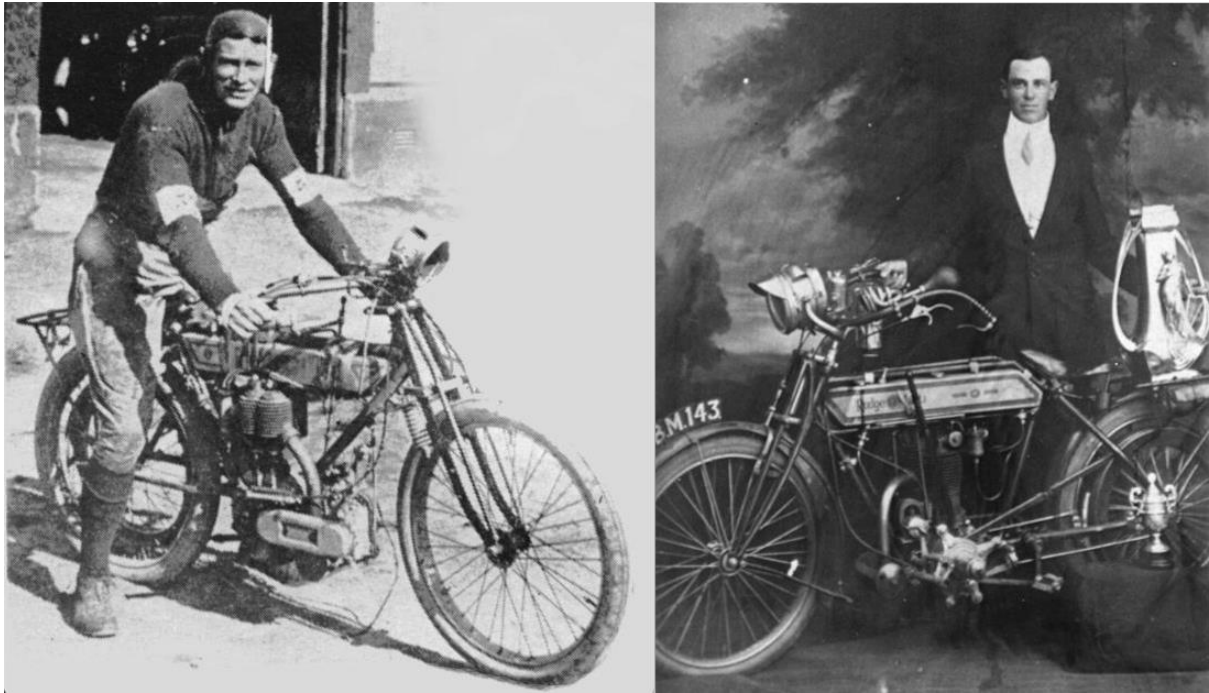
When Excelsior called its 5/6hp one-lunger 'The Big Single' they meant it: at 800cc it was certainly a big banger. As the ad proclaims one hauled a sidecar and seven passengers up a 7.5:1.

"PRIVATE SHOW IN GLASGOW: The Glasgow Club held their annual private show of new models, and a smoking concert last week. The show of 1914 models comprised nearly 40 machines, representing 24 different makes of motor cycle and some half-dozen of sidecars. Prominent exhibits were Tim Wood's Scott and Hugh Mason's NUT-JAP, while the chairman's table was graced by the Tourist Trophy itself. Mr Norman Macmillan, chairman of the Scottish ACU, presided, and a very excellent musical programme was given while a cinematograph display of 1913 events was a feature of the evening." Now that is a clubnight!

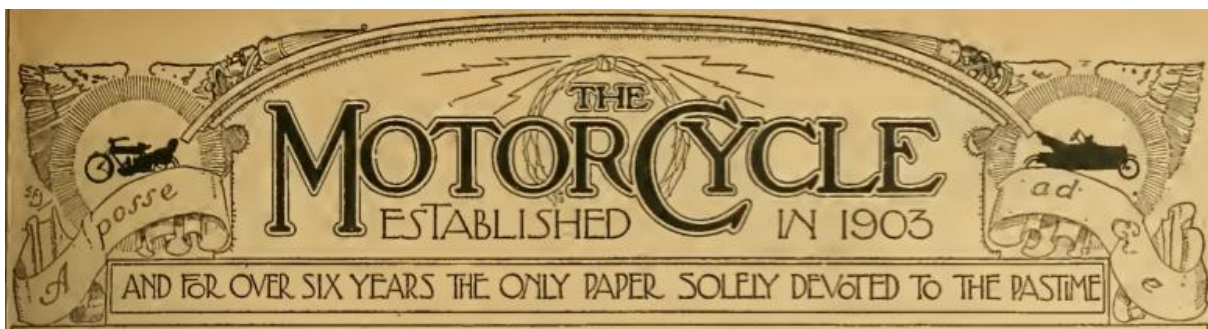
THE LOCAL GOVERNMENT Board cleared up confusion over the need for motor cycles to carry rear lights: "...so much of this condition as requires any lamp attached to the motor car to exhibit a red light visible in the direction contrary to that towards which the motor car is proceeding shall not apply to a motor bicycle, unless there is attached to the motor bicycle a sidecar or other vehicle." So combos had to carry rear lights; solos didn't.

MOTOR CYCLE SPORT WAS FLOURISHING throughout the empire. In South Africa the Rand MCC staged a three-day speed trial from Johannesburg to Durban, and it wasn't for the faint-hearted. While putting up 200 directional signs two Rand club marshals surveyed the three-day route, which included a 5,000ft climb onto the Transvaal Highveld Plateau, and cheerfully described some sections as "shocking", cut up by wagons, and in many places mere furrows meandering across the veld. The section across the Biggarberg Mountains was notorious; in many places riders had to follow a track which at times lost itself in grass up to seven feet high. There were steep climbs, crazy descents, sudden dips into drifts and sluits ["deep, dry gulches or channels formed by erosion due to heavy rains"], always badly cut up in good weather, and in the rainy season, quagmires, where the mud was so deep and glutinous that the bikes stood up by themselves when the riders dismounted. Competitors were warned of the many gates which had to be opened and shut on pain of prosecution. The good news was that petrol and oil were supplied free by the Texas and Vacuum Oil Companies. There was a silver trophy for the winner, gold medals for the first 10 finishers, silver for the second 10 finishers and bronze for riders finishing within 12 hours of the winner. An honourable mention to 'Tick' Brown of Durban who started each of the three days in a beautifully pressed white duck suit. Bikes were handicapped by capacity. The first four away, on 265cc FNs, had a four-hour start on the last of the 63 starters. There was half a mile of 'macadamised' road from the start followed by a tricky corner in a dip where one hero crashed but rode on with a broken collar bone. CH Holder (350cc Douglas) had his cap removed by a piece of wire stretched across the top of a gate hidden in a dip; another Douglas rider names Gould was flung from his machine; the next man through, J Dove, dislocated his jaw and lost several teeth but rose to the occasion by standing guard to warn riders of possible decapitation. Fred Brokensha crashed and recovered consciousness with a broken leg. A friendly farmer pushed his bike while Brokensha returned to the nearest village on a hired horse. W Arnott (292cc Hazlewood) led at the first overnight stop at Standerton with Holder (350cc Douglas) second and Billy Reckenberg (340cc Douglas) third. Holder encountered mist in the low lying regions of the Biggarsberg and his carburettor froze. Thompson crashed but continued with a badly damaged bike, Gay crashed and was seriously injured and George Weddell fell heavily when he rode into a hole hidden in the grass near Elandslaagte. He strapped his broken forks with a pair of reins but retired at Ladysmith, the second overnight stop. Holder led at Ladysmith with Rand MCC sidecar champion McKeag third behind Arnott. McKeag took the lead from Holder who was repairing his bike at the side of the road eight miles from Pietermaritzburg. He fell heavily at Bothas Hill, the bike going over a bank and landing on top of him, filling the petrol tank with sand. He struggled on to the finish amid great excitement. Fenwick finished in second place shortly afterwards and rode straight on past the judges to the City Hall. Reg Witherspoon finished 5th place after problems with a pair of frisky horses which insisted on racing him near Mooi River in spite of several attempts to chase them away. G Usher stopped, unbeknown to him,

only a few miles from the finish to repair a broken carrier and was passed by Witherspoon. Result: 1, AW McKeag (Johannesburg, 544cc Bradbury) 14hr 46min; 2, C Fenwick (East Rand, 500cc Rudge); 3 H Thompson (Boksburg, 500cc Rudge).

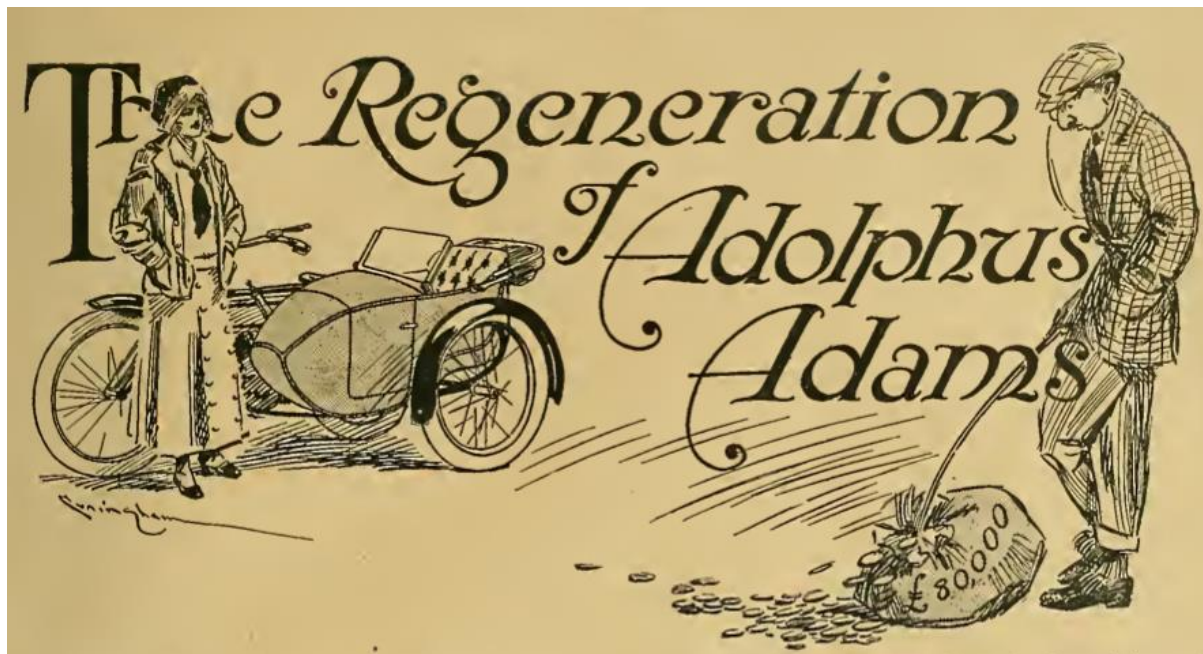


First and second riders to reach Durban: AW McKeag (544cc Bradbury) and C Fenwick (500cc Rudge).



The Motor Cycle adopted a motto: "A Posse Ad Esse"—"from possibility to reality".

As had become usual, *The Motor Cycle* let its hair down for the Christmas issue; this time readers were treated to not one but two seasonal yarns. This one's a treat:



AOLPHUS ADAMS HAD AN AUNT. In this he was not unique. Most of us have aunts. His aunt was a rich aunt. Here again many of us share his distinction. But the aunt of Adolphus was unique in other ways. Bred and born in the early Victorian days, when Mrs Grundy [a fictional character who epitomised repressed fussiness] was rampant, she was a real sport. Had she entered this vale of tears fifty years later, she would have been a golf and hockey international, and driven a type sportive 38-90hp Métallurgique. She never ceased to regret that she had been brought up on crinolines, poke bonnets, lavender, pot pourri, and other sentimental commodities of a gentle and romantic period; nor did she cease to mock at them. At the age of seventy she bought a small car, and had just learnt to drive it—sitting erect, with her grey hair streaming awesomely from under the tilt of a poke bonnet, a formidable, wiry figure—when she died. Her will did not disguise the contempt she had always felt for Adolphus, a timid little weed of a man, who carefully insured himself against all the ills flesh is heir to, wore white spats, and never left the house without an umbrella. Her final will and testament had been a sore worry to her solicitor, much as he approved its general tenor. She had too much commonsense to leave her handsome fortune to her other nephew, Percy Tallboys. He once remarked in her presence that he never paid small bills because they were too much of a fag, and never paid large bills because he couldn't. This offended her sense of justice. On the other hand, she felt certain Adolphus would only leave her money to rot in Consols [originally short for 'consolidated annuities'; ultra-safe Bank of England savings bonds]. So she bequeathed £100 to Adolphus, and if he proved himself a sportsman within twelve months of her death, the residuary estate was to pass into his hands. But if he remained an incurable weed, smug, slacker, and froust, her fortune was to be divided between eight London hospitals. Her solicitor, an ex-Rugger international, was to be sole judge of Adolphus's sportsmanship; and while he disliked so unconventional a duty, he rubbed his hands at

the prospect of much litigation.

Adolphus walked home from the funeral bespatted and unmbrella'ed as usual, and listened to the will in the darkened parlour. Percy Tallboys attended the function without any personal expectations, and cordially approved his aunt's testamentary dispositions. Adolphus, he opined, was "up to the fetlocks in the consommé", and he vowed he would watch that covetous youth's efforts to qualify as a sport with huge amusement. Adolphus returned home in great perturbation, even forgetting to notice a crinkle in his carefully furled umbrella, and oblivious of a large splodge of mud on his right spat.

Adolphus in Training.

The next three months were very trying for Adolphus. The solicitor advanced the stipulated £100, and he essayed various branches of sport. The local football team received him with open arms, scenting a glorious rag. They played him at centre forward in their next friendly, and shortly after the kick-off he was escorted to the touchline, after the 14-stone full-back of the visiting team had effected a powerful clearance which stubbed the wet ball against the tip of Adolphus's very Roman nose. Returning to the field at the interval, he failed to touch the ball until a rueful moment when he found himself between the two visiting backs, and was violently sandwiched. As he explained to his mother afterwards, the sensation was that of having one's ribs suddenly crushed under a steam hammer. He resigned from the football club, and went in for golf and bowls.

During the next month he was informed by the solicitor that bowls could hardly be considered a genuine sport, and that marbles were probably more in his line than golf. Meantime the damsels of his vicinity evinced keen interest in Adolphus. He was not exactly personable, but the local papers had reported the will, the girls all knew of the potential £80,000 awaiting his development, and felt "a man's a man for a' that". Miss Margaret Gordon, impelled by the inherited traditions of a long Scotch ancestry, tuned herself up, revved fiercely at a few balls and croquet parties, boosted Adolphus up to the proposal point, and roped him safely in before another month was over. Margaret was a shrewd girl of much discernment; there was £80 left of the original hundred, and she meant to qualify Adolphus for the remaining £80,000.



“...the powerful engine...devoured the broad, open road.”

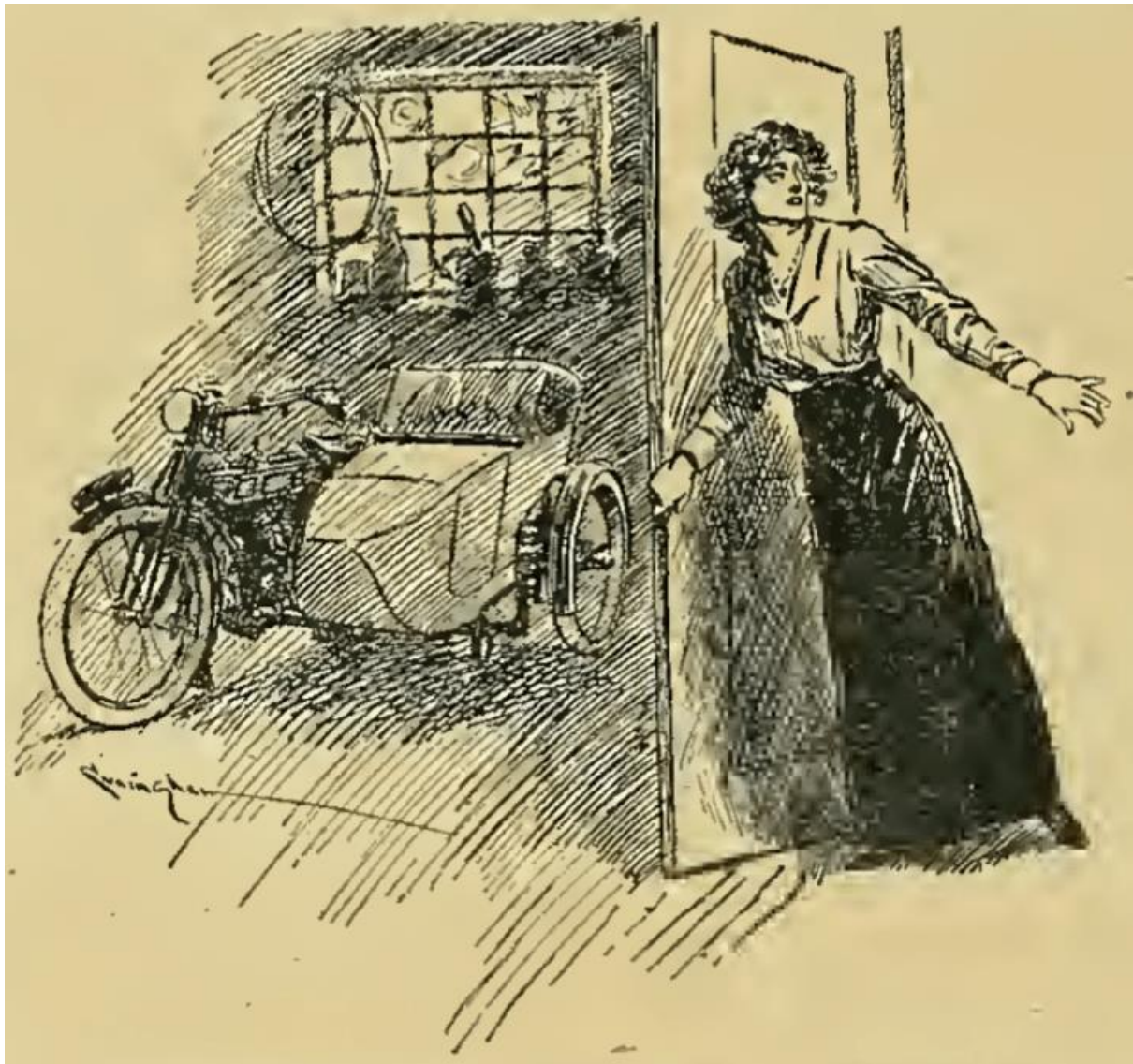
She surveyed his lank, muscleless figure, and saw that ordinary sports were not for him. His upbringing had disqualified him for wine, women and song. She was doubtful whether the solicitor, a sensible and strict individual, would rank wild plunging on the turf as “sport”, and she finally identified motor cycling as the sole hope of obtaining salvation for Adolphus. Flattered and gratified by the novelty of finding a pretty girl really interested in him, Adolphus was as wax in her hands. She rushed him up to town, and ere they took the evening train back to Little Pedlington, Adolphus’s cash balance had dwindled to a bare fiver, but the next week was to bring the happy pair delivery of an 8hp sidecar outfit. What Margaret suffered in the long weeks of tuition, during which Adolphus signally failed to master the handling of a powerful twin, must rank among the secret history of forgotten British heroism. He took her into eight hedges, three trams, a traction engine, and one light lorry full of empty aerated water bottles. Nightly she

anxiously examined her rich mop of auburn tresses for strands of grey and eke of white. Her cunningest wiles failed to induce the trepidant youth to open his throttle or drive as if the road belonged to him. No 1½hp Motosacoche could have been driven with more consideration for the traffic which, in the words of the inspired Act of 1903, “might be expected to be” upon an apparently vacant highway.

One day the solicitor of Adolphus’s aunt met Margaret, as she cycled down to her golf club, a prey to the keenest forebodings, eying her engagement ring with serious thoughts of returning it on the morrow by registered post. He rallied her genially. “Madge, my girl,” quoth the cynical lawyer brutally, “you’ve bitten off more than you can chew for once: he’s a decent little fellow, but you’ll never make a sport of him. Those hospital cheques await my signature at the office!” Margaret summoned all her reserve energy, and sprang a confident smile which gave the lie to her inmost dreads. “Have I?” she replied sweetly. “Look here! You know the blind corner on the Stimpson road?” The lawyer nodded. “Adolphus always takes that on one wheel at fifty mile an hour! Don’t you call that sporting?” The lawyer grinned incredulously. Madge proceeded. “You take a walk that way to-morrow afternoon. Sit on the gate just round the hairpin about three o’clock, and smoke one of your infamous cigars. I’ll bring Adolphus along, and if you don’t admit I’ve made a man of him you can send aunt’s money to those loathsome hospitals tomorrow night!” The lawyer agreed, and strolled round to his office smiling.

Tuning up for the Test.

The next day, before breakfast, Margaret paid a nefarious visit to the shed where Adolphus kept the 8hp twin which had undermined the joy of his young life. Her dainty fingers opened the toolbag, and in two twos, or rather less, she had extracted the throttle



“The next day...Margaret made a nefarious visit to the shed.”

piston from the carburetter. A snip of her sharp scissors severed the control wire. Slipping the piston in her skirt pocket, she replaced the cover-plate, and stole silently home. At 2.45pm. she and Adolphus wheeled the outfit into the roadway, and settled themselves in their places for a ride. “We’ll take the Stimpson road,” she said, coaxingly: “It’s a nice broad road, and I want you to practise going a little faster, darling!” Adolphus depressed the kick-starter rather mournfully. “I don’t like that bad corner, sweetheart!” he remarked; “and I’ve lost heart about auntie’s money; I don’t think I shall ever be a sportsman—I am too intellectual.”

The engine burst into song. “The engine seems rather lively today,” murmured Adolphus, nervously, as the outfit swung out into the road on bottom gear; I’ll change up at once to-day—the high gear may steady her a little.” It didn’t. The powerful engine, deprived of its throttle, devoured the broad open road as a big twin should, and the sidecar bounced and rocked and swayed as they tore down the splendid road with Adolphus trembling on the brink of tears and prayers, and Margaret secretly more than a little

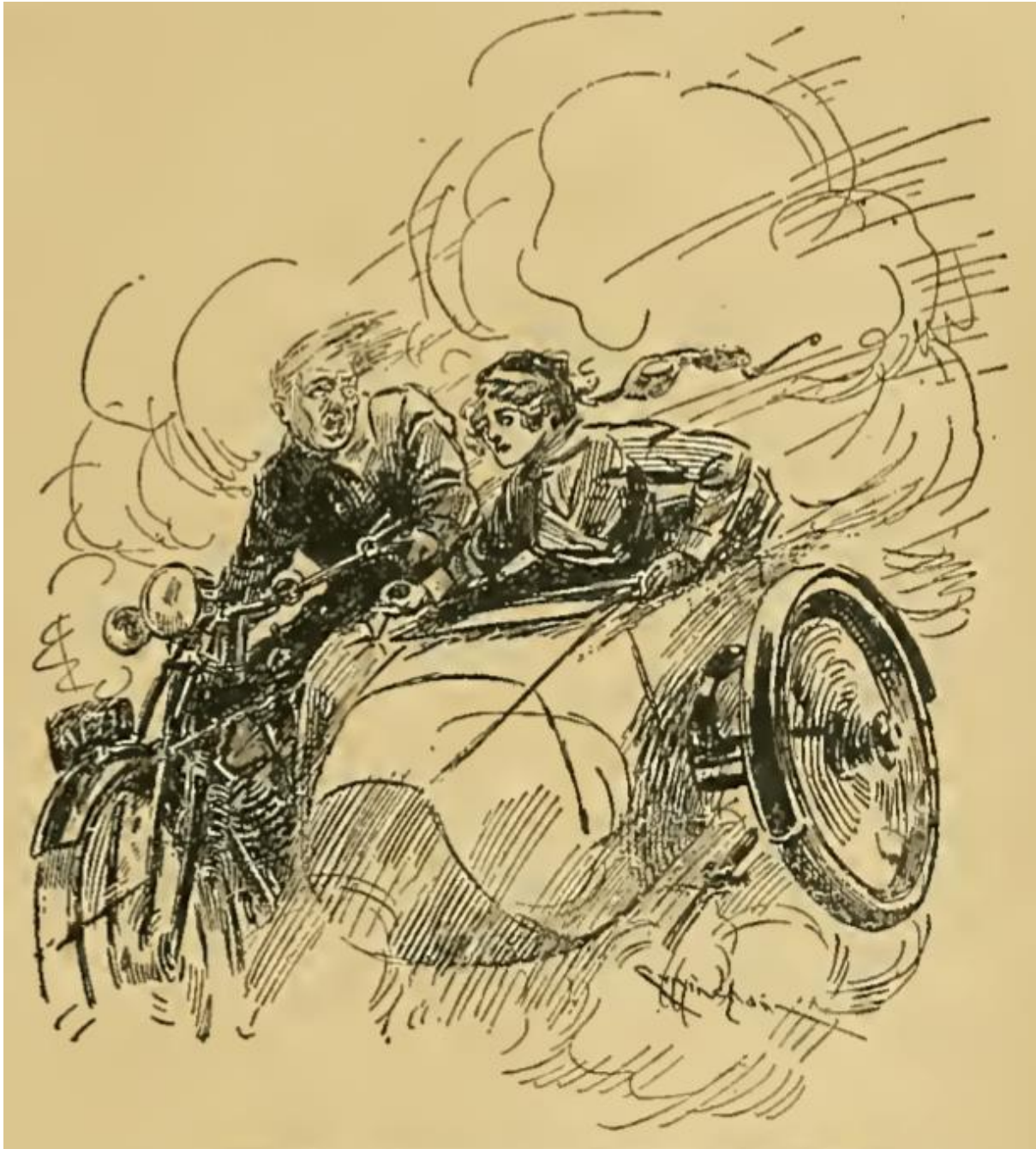
frightened. She offered no resistance when he lifted the valve every few yards, and tinkered at his levers, only to find that the acceleration up towards Brooklands speeds was instantaneous when he let the engine in again. Thus they rapidly approached the hairpin corner, beyond which Lawyer Adkins was perched on the gate, sceptically sucking his cheroot; and with every yard Adolphus became more determined to stop the engine and push the outfit home.

Margaret clenched her pretty teeth and waited. At last the dread warning triangle hove in sight, about half a mile away. Adolphus lifted the valve, and began to reason with his imperious sweetheart. Margaret argued and coaxed until the outfit was slowing right down with the corner only a hundred yards ahead. Then she carried out her plan.

Clenching her tiny fist so that the spikes of the diamonds in her engagement ring faced outwards, she dealt a tremendous thump on the left hand of Adolphus—the hand nearest her, the hand which was holding up the exhaust valve with grim determination.

Adolphus dropped the valve with a yell, and the 8hp engine took control with a roar.

Adolphus lost his head, and the machine screamed on at a cool fifty, and was on the hairpin before he could even think. In this terrible emergency his manhood temporarily asserted itself. He gripped the handle-bars like a drowning man, and threw his feeble muscles into the task of wrenching the sidecar round the fearful bend. Margaret's heart sang with joy and palpitated with terror simultaneously, but the tail of her eye revealed the face of Adolphus convulsed with mortal agony. "Grin, oh grin. Adolphus!" she moaned, mindful of the watchful lawyer waiting on the gate just beyond. Adolphus continued to look as any sane man would look under such circumstances. Margaret received the inspiration she deserved. With a lightning, I might say a Paderewski-ish, movement of her deft fingers [*Ignacy Paderewski was a virtuoso pianist*], she plucked a long hatpin from her hair and plunged it deeply into the thigh of Adolphus.



“...plucked a long hatpin from her hair and placed it deep into the thigh of Adolphus.”

Adolphus’s mother is fond of boasting to other matrons in the seclusion of her drawing room that no bad word has ever passed her son’s lips; but the word which escaped them in this moment of cruel agony was—truth compels the admission—a very bad word indeed. So Lawyer Adkins, seated on the gate, sucking his long cheroot, opened his eyes in horror at what he saw. With a madly bellowing engine lending thrill and horror to the spectacle, he saw Adolphus negotiate a blind corner at fifty miles an hour, Margaret sitting pale and determined in a sidecar which was actually busy tickling her lover’s ear; and as the sidecar wheel dropped to earth again when a capsize ceased to be imminent, the lawyer’s incredulous ears heard Adolphus distinctly ejaculate “———!”

The residuary estate was transferred to Adolphus last week, and the Pedlington gossips whisper with bated breath that next month's wedding will prove unrivalled in the annals of their historic village. There is only one fly in the ointment of Adolphus's bliss. Margaret is adamant in insisting they shall take the sidecar on their honeymoon; but it is only fair to add that the throttle piston has been replaced.

The other Xmas concerned a motor cyclist picking up a girl who, it transpired, had just set fire to a barn because she was a suffragette. Here are some excerpts (don't blame me, I didn't write it). However, the Crosby artwork is wonderful.



RETURNING HOME ABOUT TEN O'CLOCK ONE NIGHT in Christmas' week, I felt well satisfied with the world. It was a clear moonlit night, the roads were bone dry, and my machine was running delightfully. As I slowed down for some cross roads and swung round the corner, the beam from my lamp tell on the figure of a woman running swiftly some distance in front of me...I saw without displeasure that she was a distinctly pretty girl. So much I could discern, although her hat was awry and her hair dishevelled...a startling idea flashed into my mind. My companion, incredible as it seemed, was a militant suffragette! Now, while my opinions on many subjects, such as singles *versus* twins and the problem of Ulster, uncertain and lack conviction, there is one point on which I had definitely made up my mind, namely, that these ladies who go about burning and destroying property as a means of consummating 'votes for women' are dangerous criminals, and should be treated as such, and left to 'hunger strike' if they wish. The thought of helping one to escape from the consequences of her misdeeds was decidedly repugnant to me. My righteous indignation struggled with my sense of chivalry..."Are you a militant suffragette, and did you cause that fire we saw back there ? I should rather like to know." There was a gasp and a pause. "Certainly I believe in votes for women," she replied in a small voice. " I think they're better fitted to have them than most men. Don't you?"...*Our hero subsequently saves the 'militant suffragette' from a drunken reveller...*"So perish all poltroons!" I said to the girl. " Did he annoy you much?" "Oh, he wanted to kiss me, I think," she cried indignantly. "Aren't all men brutes?" "Present company excepted, I hope?" I suggested. Oh, I suppose so," she said, after a not very complimentary pause...she consented to see me again, "but not," as she said, "to argue about militancy please!"...Really, there is nothing else to write, except that she now takes, as I have good opportunities of knowing, only a lukewarm interest in 'the cause', and certainly would not set anything alight in order to further it!



“...we had left the runners far behind...presently I turned my head to look at the yellow glow in the sky, now much fainter, and found my passenger also gazing fixedly in the same direction.”

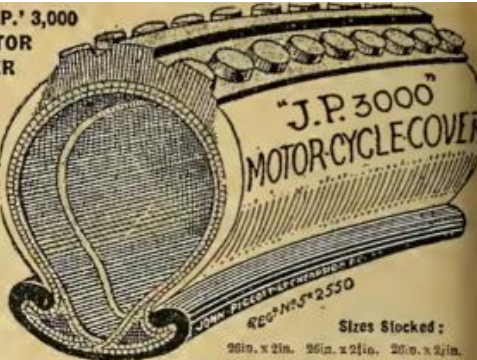
And, to conclude this review of 1913, here's a selection of adverts from The Motor Cycle...

JOHN PIGGOTT LTD

**The 'J.P.' 3,000
MILE MOTOR
CYCLE COVER**

The Cover that HAS
stood the Test.

TESTIMONIAL.
Barnley, June 1916, 1918.
Dear Sir— Please send per return,
two 28 x 2 1/2 in. motor cycle covers,
for which I enclose P.O.O. for £3.
The last cover I got from you has
now done over 1,800 miles, and is
the first tyre I have had to do so
much on my back wheel.



**"J.P. 3000"
MOTOR CYCLE COVER**

REGD. TRADE MARK

Sizes Stocked:
28in. x 2 1/2in. 26in. x 2 1/2in. 24in. x 2 1/2in.

Beaded Edge Only.

YOUR LOCAL AGENT
will not advise you to buy a
'J.P.' 3,000 Mile Tyre for
30/-
BECAUSE you must deal direct. '3,000
MILES' for 30/- allows for no INTER-
MEDIATE PROFITS.

The J.P. "Impregnable Motor Cycle,"
Call at 117, Cheapside.
No obligation to purchase.
THE BEST BY TEST.

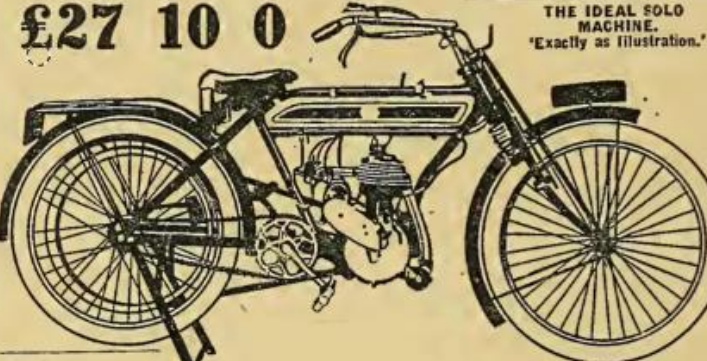
Complete with Stand, Price
£27 10 0

This cover is made on the same principle as a heavy motor car tyre, viz., under hydraulic pressure, and not on the usual motor cycle covers which are usually a glorified cycle tyre. It is composed of the best Para rubber, and fitted with a new non-skid tread which has been thoroughly tested and found to be an absolute non-slipper of skidding. We are so confident of the wearing properties of this tyre that we are guaranteeing it for 3,000 Miles.

A Written Guarantee enclosed with every Cover as follows: **30/-** Guaranteed 3,000 MILES. With or without sidecar.

EXTRAS—
Armstrong 3-speed gear and Free Engine, £9 10 0
Returnable Crate, each 10/-
MOTOR CYCLE LIST No. 147 NOW READY.

THE IDEAL SOLO MACHINE.
"Exactly as illustration."



FRAME, latest design, built very low, and extra strong. ENGINE, 2 3/4 h.p. English make, Coventry manufacture. CAMSHAFTS, Brown and Barlow. H-bar Control, giving low petrol consumption. IGNITION, U.H. Magneto, gear driven, and placed behind cylinder, which affords protection from mud and wet. SPARK PLUGS, Radio patent. BRAKES, Bowden Frust Rim and Foot-operated Rear Belt Rim. WHEELS, 28x2 1/2 in. British Hubs. TANK, strong, fitted with Oil Pump. TRANSMISSION, 5 in. Rubber Belt. SADDLE, Empire de Luxe, No. 14 1/4, very comfortable and well sprung. FOOT RESTS, fitted with Rubber Pads. REAR Brake Pedal attached. HANDLE BAR, raised, and slightly dropped at end, giving very comfortable position. Fenders, Best Black Enamel, set on a coat of special Rust-proof Priming, Aluminium Tank, Painted and Lined, Best Quality Plating. TYRES, Le Paris Rubber-studded, fitted with Puncture-proof Band. CARRIER, Black Tubular, very strong.

The "J.P." Drifoot Motoverer Boot.
With Spring Fastenings.
Patent applied for.



This article supplies a long felt want of every Motor Cyclist, being absolutely waterproof and weatherproof. A great advantage of this Overboot is the ease with which it can be slipped on over the ordinary boot and the comfort of same in the wear. The uppers are made from a brown rubberproof canvas, and are fitted with steel-studded leather soles. This boot can be packed flat when not in use. All sizes stocked.

Brown Waterproof Canvas, Studded Soles, 6/9 per pair. In Tan Willow Calf, with Studded Soles, 14/6 ..

Petrol Injector (Patented)
8d. each. Postage 2d.

"Belt Grip"
contains no Resin, Acid, or Oil, and therefore cannot harm the rubber. Price with full instructions for use, 10d. Postage 2d.



The "J.P." Oilskin Motor Suit.
(As illustration).



Comprising Double-breasted Jacket, 35in. long, fitted with a patent Storm Fly and wind cuffs, also a pair shaped thigh leggings. In light-weight oilskin, will not get sticky or crack. Black in stock, Yellow in a few days.

27/ complete.
35in. Jacket to order, 2/6 extra.

**SPECIAL OFFER
For Show Week Only.**
Waterproof Seatless Gaiter Trousers for Motor Cycling.
Made of Strong Fawn Double Texture Twill Material. Leather Waist Strap, also Stout Leather Strap to go under boot, with Patent Clips at side and Storm Gusset, usually sold at 13/3.
For this week only, 9/11.

The "J.P." Sprellite Motor Cycle Lamp.
With clips for Handlebar Stem, separate Generator, Riveted Joints, Manganin Lamps. Best Burner, adjustable, etc. The "J.P." Sprellite. Price Complete, 19/6. Superior Quality, 27/6



The Ideal Double-breasted Motor Suit.
Comprising Double-breasted Motor Jacket (35in. long), fitted with wind cuffs, deep storm collar tabs on sleeves, etc. 1 pair shaped thigh leggings. The above are made in Double texture fawn paramatta, 25/ complete.

**SEND FOR
ILLUSTRATED
MOTOR CYCLE
LIST No. 147** POST FREE.

MOTOR CYCLE HORNS.
Solid Brass Heavy Plated Motor Horns as sketch. Fitted with Dust Cap and adjustable Clips.
7/11 each. Postage 5d.



**117 & 118
CHEAPSIDE
& 1, 2 & 3
MILK ST BUILDINGS
LONDON E.C.**

This John Piggott advert is at the head of the list because, as well as JP tyres, oilies, overboots and headlamp, it includes the JP 'Impregnable Motor Cycle' with a 2 3/4 hp "English make" engine, optional three-speed Armstrong gearbox, UH mag, Bowden

brakes, aluminium fuel tank and "Finish, Best Black Enamelled on a coat of special Rustproof Priming."

<p>Height Increased.</p> <p>If you are under 40, I can increase your height by from two to three inches within 3 months. No appliances, no drugs, no dieting. Send three penny stamps for particulars of my wonderful system. ARTHUR GIRVAN, Specialist in the Increase of Height (Dept. K), 17, Stroud Green Rd., London, N.</p> 	<p>South Western Timber Co., High Street, FULHAM, W.</p>
 <p>Adjustable Tappets for Triumphs.</p> <p>I have introduced this long-desired, luxury. Fit them and the engine can now be tuned to a nicety. Accurately machined and hardened. The head is fitted with a removable Fibre SILENCING DISC. Price 6/6 per pair or 3/6 each, post free. State year of make when ordering</p> <p>ARTHUR W. BOND, 245, 247, Euston Road, LONDON, N.W.</p>	 <p>SILENCE GENTLEMEN!</p> <p>Silence Those Exhausts! You'll do it after the Police have caught you.</p> <p>THE "WILLBRO" EXTENSION (Regd.)</p> <p>Cheapest, Lightest, Most Efficient on the Market. Thousands in use all over the World. Fits Bradburys, Triumphs, B.S.A., Matchless, or any Flat Silencers in a few seconds.</p> <p>Price 12/6. Order at once.</p> <p>WILLMOTT'S MOTORIES, Manufacturers, NORWICH (Trade Supplied).</p>
<p align="center">— — TRADE PRICES — —</p> <p>Cylinders Rebored up to 70 mm., with Pistons, Rings and Pin, 14/6</p> <p>Specialists in Engine, Magneto, and Welding Repairs.</p> <p>WE ARE the ACTUAL MAKERS of REPLACEMENTS</p> <p>Pistons, Rings, Rods, Shafts, Boshes, Gears, Valves, Pullers, etc. Price List on Application.</p> <p>WHEN YOU COME TO LONDON, GARAGE AT</p> <p>NOBLE & CO., AUTOMOBILE ENGINEERS, 9 & 11, Surrey Row, & 115, Blackfriars Rd., London, S.E.</p>	

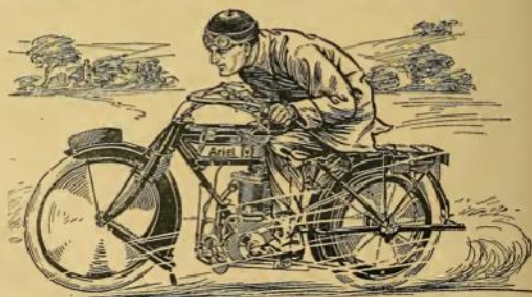
The Important Event of the Year

In the
SCOTTISH SIX DAYS' TRIALS
the

Ariel

secured

THE TEAM RACE, 5 GOLD MEDALS
(5 ENTRIES) and tied for the
TRADE RIDERS FIRST AWARD
thus demonstrating that for RELIABILITY, THE ARIEL is
THE MOTOR BICYCLE OF THE YEAR



Write for Art Catalogue to:

ARIEL WORKS (Dept. 2), BOURNBROOK, BIRMINGHAM



BEACON (Regd.) OILSKINS

NEVER GO STICKY OR LET IN THE WET

Money back in full if they fail on any point.

Authorities in every branch of Sport praise Beacon Oilskins. "Ixion," of "The Motor Cycle," says they are the only things which have kept him dry; "Kuklos," of "The Daily News and Leader," never rides without them; and they will give **you** the same sure freedom from weather-worries, though you ride all day against the cutting wind-driven rain and sleet.

The complete suit in Black or Yellow Oilskin

21/-

In Tan or Grey-Green

25/-

Send chest measure over jacket, jacket length, and inside leg measure (fork to heel), with remittance.

ILLUSTRATED LIST

POST FREE, showing wet weather wear for Motorists and Sidecarists. Send a postcard for it now.

J. BARBOUR & SONS, Ltd., 26, Beacon Buildings, South Shields, England. (2)

**Bournville
Cocoa**

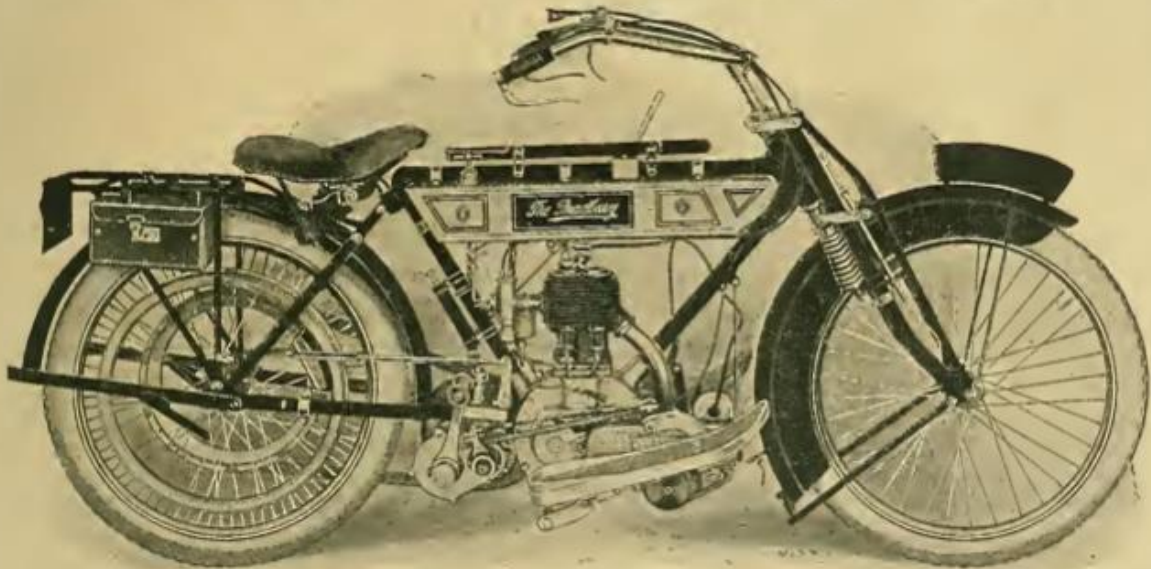


The children's choice



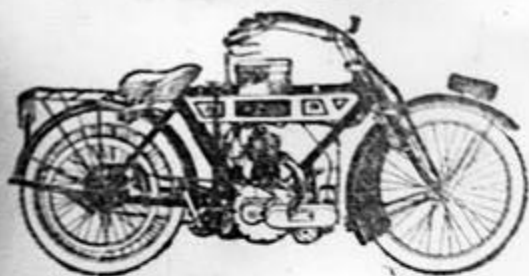
The Bradbury

The Pioneer of the "Big Single."



BRADBURY 3½ h.p. (554 c.c.) Chain or Chain and Belt Drive Motor Cycle.
Fitted with Cork Clutch and Kick-starter. Handle-bar Control.

THE BEST SINGLE-CYLINDER SIDECAR MACHINE ON THE MARKET



THE
RELIABLE
'BRADBURY' | **FIRST**
TO
DURBAN.

We Have Won Again!

¶ The great Durban-Johannesburg Race was won by A. W. McKeag on a **"BRADBURY."**

¶ Not a new machine specially fitted for the purpose, but a three-year old model which has been ridden in competitions, club rides, "joy rides," etc.

¶ McKeag won the side-car championship on this same machine two months ago.

¶ Reckenberg has won many competitions on the same machine.

¶ Follow "Mac's" example.

¶ **Get a "Bradbury."**

DIAMOND CYCLE CO.

110, COMMISSIONER STREET.

Or at our New Garage,

82, FOX STREET

(Opposite His Majesty's Theatre).

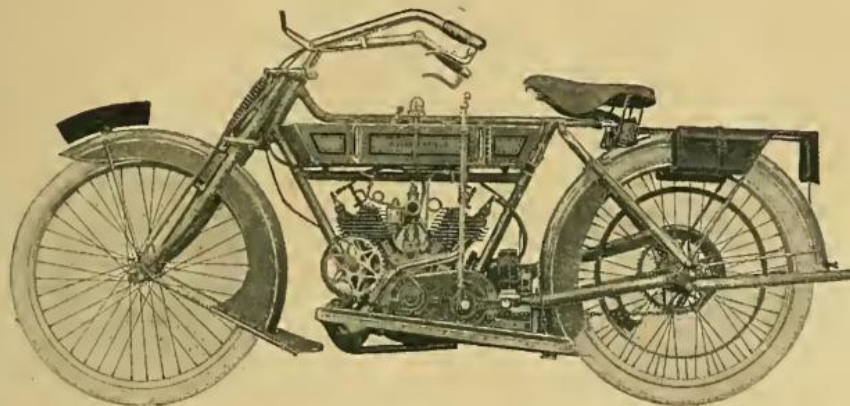


NOW'S THE TIME

to fit Clinchers, to have a summer's riding free from tyre-troubles, to be followed by many more summers, springs, autumns & winters, free from this annoyance.

ROYAL ENFIELD

MADE LIKE A GUN



Les MOTOCYCLETTES
2 1/2 et 3 1/2 HP

"ALCYON"

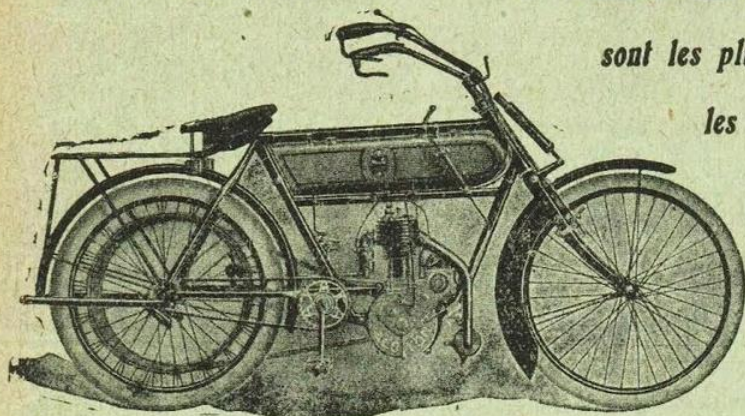
sont les plus Légères

les plus Souples

les plus Stables

les plus Confortables

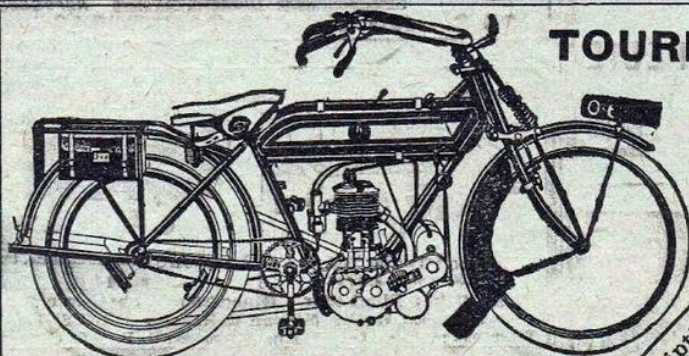
les plus Economiques



Motocyclistes soucieux de vos intérêts, n'hésitez plus ;
ALCYON vous offre la moto la plus parfaite.

CATALOGUE FRANCO SUR DEMANDE adressée à

ALCYON, 40 à 52, Rue de la Garenne, à COURBEVOIE (Seine)



TOURISME
UTILE

MOTO B. S. A. ORIGINE
4 TYPES

- 1° Type COURSE, légère, rapide. Prix 1.222 fr.
- 2° — ROUTE-LÉGER. . . . — 1.260
- 3° — ROUTE avec DÉBRAYAGE — 1.425
- 4° — ROUTE avec débrayage et munie du
MOYEU B. S. A. 2 Vitesses 1.512 fr.

Nota. — Ces prix sont franco Usine
Birmingham. Il faut donc ajouter
200 fr. pour les frais de douane
et 16 fr. pour l'emballage.

Le TYPE n° 4 peut être muni
de nos SIDE-CARS DUCO
qui sont des voitures laté-
rales confortables.

(Prix sur demande)

Catalogues, Notices descriptives sur demande à
BROWN BROS L TO AGENCE **B.S.A.**
DIRECTE B.S.A. (X^{te})
34, Rue de la Folie-Méricourt, PARIS

TOURISME
AGRÉABLE

CYCLES
B.S.A. ORIGINE
ou BROWN
montées toutes deux avec
le MOYEU 3 VITESSES B. S. A.
qui aplanit toutes les côtes.



Robuste comme une PEUGEOT

Les Motocyclettes

PEUGEOT

S'établissent en 4 modèles :

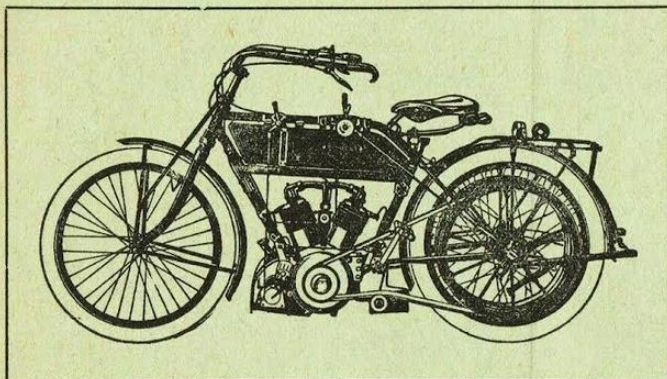
Deux cylindres 2 HP 1/2 moto
légère.

Monocylindrique 3 HP 1/2.

Deux cylindres 5 HP.

Deux cylindres 7 HP.

*Les trois derniers modèles
comportent changement de vitesse
et side-car sur demande.*



Le Catalogue est envoyé franco par tous les Agents de PEUGEOT et par la Société Anonyme des Automobiles et Cycles PEUGEOT
71, Avenue de la Grande-Armée — PARIS

Country Life *is* Country Life

“COUNTRY LIFE”
Cigarettes

(MEDIUM STRENGTH)

Manufactured from Pure Virginia Tobacco.

10 for 2 $\frac{1}{2}$ d.
50 for 1/-

JOHN PLAYER & SONS, Nottingham.
Branch of the Imperial Tobacco Co. (of Gt. Britain and Ireland), Ltd.

A black and white illustration of a man in a suit and a flat cap, riding a horse. He is holding the reins and looking towards the right. The horse is depicted in profile, facing right. The illustration is positioned on the left side of the advertisement, partially overlapping the text.

HORLICK

ANOTHER OFFER.

A LEATHER CASE WITH FLASK OF HORLICK'S LUNCH TABLETS.

To be attached to the Frame.

BY POST COMPLETE

FOR 2/6

Also a New and Accurate Road Map of ENGLAND & WALES in Leatherette Case, with Roads shown in Colours and Classified, will be sent FREE with this Case and Flask.

THE LEATHER CASE illustrated is strongly made in solid, light brown leather, and is excellently finished. It may be attached to the handle-bars or frame in a convenient position, so that the Flask may be removed for use at a moment's notice without dismounting.

Horlick's Lunch Tablets contain all the valuable nutriment of full cream milk and choice malted grain in a convenient tablet form. A few dissolved in the mouth from time to time will supply the necessary nutriment to maintain strength and vigour, and restore energy when Tiring or Racing, and are useful at all times.

PRICES: IN GLASS FLASKS TO FIT CYCLE CASES—ONE SHILLING EACH, and in Sterilized Glass Bottles, from which these may be refilled, 1/6, 2/6, and 11/-, at all Chemists and Stores. Send Postal Order to—HORLICK'S MALTED MILK CO., SLOUGH, BUCKS.

SUCCESSES IN THE DAYS TRIALS

A REVUE!

<p>A.C.U. 5 DAYS' TRIALS.</p> <p>1909 Kempshall won the Team Prize and Gold Medal.</p> <p>1910 Kempshall won the Team Prize and Gold Medal.</p> <p>1911 Kempshall won the Team Prize and Gold Medal.</p> <p>1912 Kempshall won the Team Prize and Gold Medal.</p> <p><small>N.B.—This year's results are not so hard at the time of going to press with this advertisement.</small></p>	<p>SCOTTISH 5 DAYS' TRIALS.</p> <p>1910 Kempshall got numerous Gold, Silver and Bronze Medals.</p> <p>1911 Kempshall got numerous Gold, Silver and Bronze Medals.</p> <p>1912 Kempshall got numerous Gold, Silver and Bronze Medals.</p> <p>1913 Kempshall got 16 Gold Medals and Special Prizes for private owner and made rules.</p> <p><small>The remarkable continuity of these successes can only point to one thing, viz.—The extraordinary superiority of Kempshall's. Please you direct them to!</small></p>
--	---

Copy of our latest list will be sent free on request.

THE KEMPSHALL TYRE CO. (of Europe), LIMITED.
 37, 39, LONG ACRE, W.C.

KEMPSHALL

TYRES

Your Kit is only complete when

Kudos

TRADE MARK

the Lightning Grease Solvent is included.

This liquid toilet soap will remove almost instantly that black grease and dirt which ordinary soap won't touch.

PRICE PER TIN
5d. and 9½d.

SOLD ONLY BY

AT ALL THEIR 550 BRANCHES

THE NEW
LODGE
 WEATHERPROOF
 5/- **PLUG**
 will be shown for
 the first time
 AT
 OLYMPIA
 both
 MOTOR & CYCLE
 EXHIBITIONS.

*The most important
 innovation of the year in
 sparking plug construction.
 Ask for the 1914 Lodge Plug
 Catalogue.*

The Lodge Sparking Plug Co., Ltd.
 Dept. B,
 Wrentham Street, Birmingham.



17,871,000

EXPLOSIONS
 WITHOUT MISFIRE,
 WITHOUT
 SOOT.

OLEO
 THE
 PLUG.

DID IT
 IN THE CIRCUIT
 OF EUROPE.

Write for catalogue
 of these
 wonderful
 plugs.

TYPE 6D.
 4/-.

**LEO
 RIPAUT
 & CO.,**
 64a, Poland Street,
 LONDON, W.




You can't drive a knife
 through the tread.

**Tyres go wrong
 only in two places**
 —The tread and the "walls."

Use Stelastics, which alone have
 absolutely cut-proof and practically
 puncture-proof treads.

Stelastics are the only tyres hold-
 ing the R.A.C. Certificate for 5,000
 miles without cut or puncture.

You can't drive a knife through the tread of
 a Stelastic. Use Stelastics, keep them pumped
 up to the pressure stated by the makers, and
 the walls will not break.



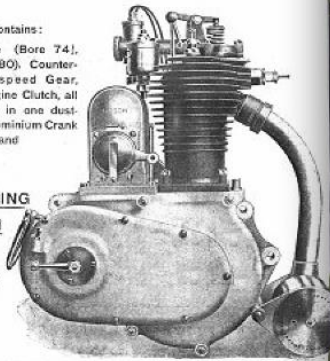
MICHELIN

IN 1914, MOTORCYCLES will have
Power Units like Cars. Why not
have one now?

THE VILLIERS POWER UNIT

Contains:
Engine (Bore 74,
Stroke 80). Counter-
shaft, 2-speed Gear,
Free Engine Clutch, all
enclosed in one dust-
proof Aluminium Crank
Case and

ALL
RUNNING
IN AN
OIL
FOG.



Immediate delivery can be given of this Unit and the necessary Legs. It can thus
AT ONCE be built up into any make of frame at a price that will be no higher than
the so-called up-to-date 1915 patterns.

Illustrated List free on application to:
THE VILLIERS ENGINEERING CO., LTD., BLAKENHALL, WOLVERHAMPTON.
London: F. G. Awerling, 587 and 595, Horse Road, W.

SPENCER MOUTON TYRES
TOUTLY MADE READS
SATISFACTORY ILEAGE OTALS
SAVE MONEY HEREBY

Spencer Moulton Motor Cycle Tyres are made in four types:
Plain Ribbed, Three Ribbed, Combination, and Steel-studded.

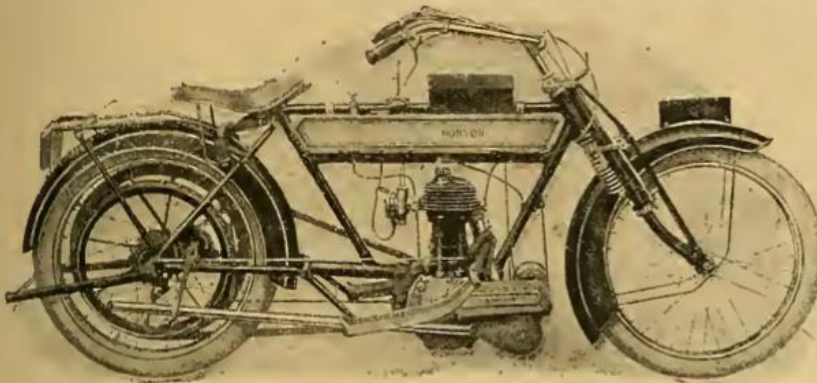
OLYMPIA SHOW
STAND No. 148.

Illustrated booklet will be
sent free on request to all
readers of "The Motor Cycle."

OLYMPIA SHOW
STAND No. 148.

GEORGE SPENCER, MOULTON & CO., LTD., 77-79, Cannon St., LONDON, E.C.
Glasgow: 65-67, Bothwell Street. Leeds: 68, Albion Street. Manchester: 237-239, Deansgate. Dublin: 19, Crow Street.
Works: Kingston Mills, Bradford-on-Avon, Wilts.

NO HILL is too UNAPPROACHABLE
steep
for the "BIG 4" **NORTON**
on any road—
— anywhere — AND SIDECAR.
POWER AND PLENTY OF IT.



The
only
machine
for real
sidecar
touring.

Fitted with long stroke (636 c.c.), 82 x 120 mm. engine. Three speeds, handle starter, 2 1/2 in. tyres, and long footboards

Price £62 - 0 - 0.

NORTON MOTORS, Sampson Road North, Birmingham.

Telegrams:
"Nortomo."

Telephone:
481 Victoria



Trade Mark.

200 PUNCTURES !

EVERY ONE SEALED

Motor, July 22.

A SUCCESSFUL COMPETITOR IN THE SCOTTISH SIX DAYS' TRIALS writes:
 "I successfully gained full marks in the Scottish Six Days' Trials and qualified for a Gold Medal, using your 'Puncture-Seal.' I may say I have a high opinion of same. I went through the whole Trial without the slightest tyre trouble whatever."—L. SEALEY.

**NOT A
SOLID
FILLING.**



**NOT A
WATER
FILLING.**

Any make of tube supplied treated.		Prices: Per Tube.	
Up to 750 x 85	.. ..	12s.	0d.
Above 750 x 85 to 815 x 105..	.. ..	15s.	0d.
" 815 x 105 to 880 x 120	.. ..	£1	0s. 0d.
" 880 x 120 to 935 x 135	.. ..	£1	2s. 6d.
Motor Cycle size .. ..	.. ..	7s.	6d.
Cycl size .. ..	.. ..	1s.	6d.



*All tubes treated by us returned same day.
Send for descriptive catalogue.*

**PUNCTURE SEAL, LTD., Eden St.,
Hampstead Road, LONDON, N.W.**

**Phone: 1949 Mayfair. Telegrams: "Puncturum, Ennsroad, London."*

THE Indian

ORGANISATION WISHES YOU A MERRY CHRISTMAS.

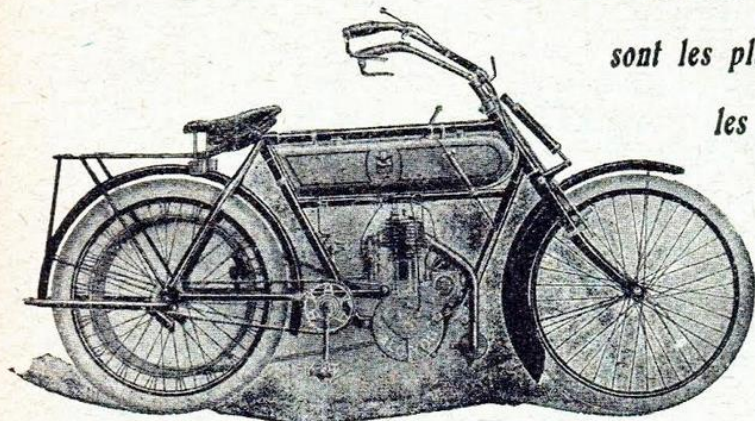


May your before-dinner run on your motor cycle
 give you a seasonable appetite for seasonable fare.
 That all that is good and jolly will find their home
 with you is our sincere wish.
 We shall toast your health in whatever is handy.

366-368, EUSTON RD., LONDON, N.W.

Les MOTOCYCLETTES
2 1/2 et 3 1/2 HP

"ALCYON"



sont les plus Légères

les plus Souples

les plus Stables

les plus Confortables

les plus Economiques

Motocyclistes soucieux de vos intérêts, n'hésitez plus ;
ALCYON vous offre la moto la plus parfaite.

CATALOGUE FRANCO SUR DEMANDE adressée à

ALCYON, 40 à 52, Rue de la Garenne, à COURBEVOIE (Seine)

CYCLES & MOTOCYCLETTES GLADIATOR

ont remporté au Salon un succès légitime.

Tous les connaisseurs ont unanimement

== reconnu que les modèles ==

Gladiator

Pneus DUNLOP

sont sans rivaux

Cycles et
Motos

GLADIATOR

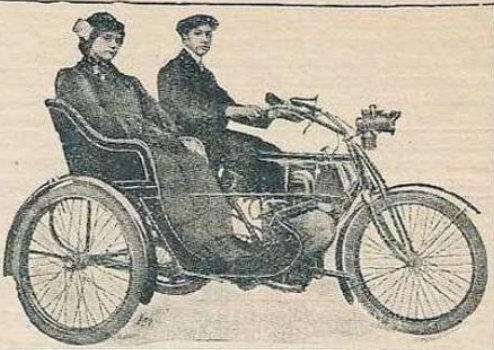
PRÉ-SAINT-GERVAIS
(Seine)

SIDE-CARS
“ MILLS - FULFORD ”

— Douze Types de Châssis —
 Carrosseries de tous modèles

Catalogue Franco

M. JOUVE ET C^{IE} *Agents Généraux*
 145 bis, Boulevard Murat, PARIS
 Téléph. : PASSY 77-27



Rivista Mensile di Aeronavigazione



MOTOCICLI ::
NEW HUDSON
 AGENTE GENERALE PER L'ITALIA
VITTORIO GRILLI
MILANO =

Les Motocyclottes légères **PEUGEOT**

2 cylindres - 2 HP 1/2

ont triomphé, en 1912, dans toutes les courses auxquelles elles ont pris part :

Péan et sa 2 HP 1/2 PEUGEOT



Paris-Reims
Circuit de Melun
Côte de Gometz-le-Châtel
Côte d'Argenteuil
Circuit de Champagne
Circuit de Paris
Marseille-Nice
Concours du Motocycle-Club de Lyon
Circuit de l'Eure
Côte du Val Suzon
Côte du Ventoux

71, av. de la Grande-Armée - 30, av. des Champs-Élysées - PARIS

Robuste comme une **PEUGEOT**

Les Motocyclottes

PEUGEOT

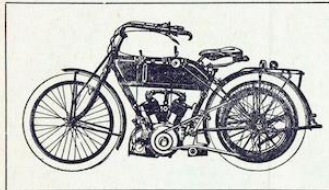
S'établissent en 4 modèles :
Deux cylindres 2 HP 1/2 moto
légère.

Monocylindrique 3 HP 1/2.

Deux cylindres 5 HP.

Deux cylindres 7 HP.

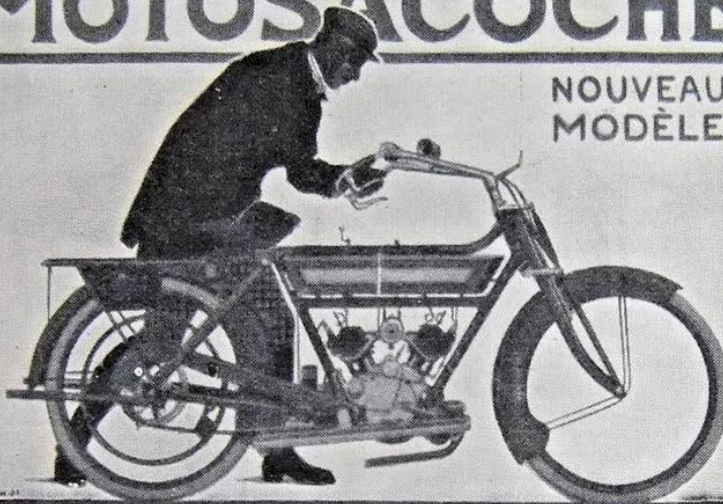
Les trois derniers modèles
comportent changement de vitesse
et side-car sur demande.



Le Catalogue est envoyé franco par tous les Agents de PEUGEOT et par la Société Anonyme des Automobiles et Cycles PEUGEOT
71, Avenue de la Grande-Armée - PARIS

MOTOSACOCHE

NOUVEAUX
MODÈLES



Société Anonyme - GENÈVE (Suisse)

PAUL MÜNCH, Repr^t, 2, Avenue Alphant, PARIS (XVI^e Arr^t)

Un cylindre

1 HP 1/2 - 2 HP 1/4

Deux cylindres

3 HP - 4 HP - 6 HP

Changement de vitesse,
débrayage,
transmission par chaîne,
mise en marche par manivelle,
magnéto.

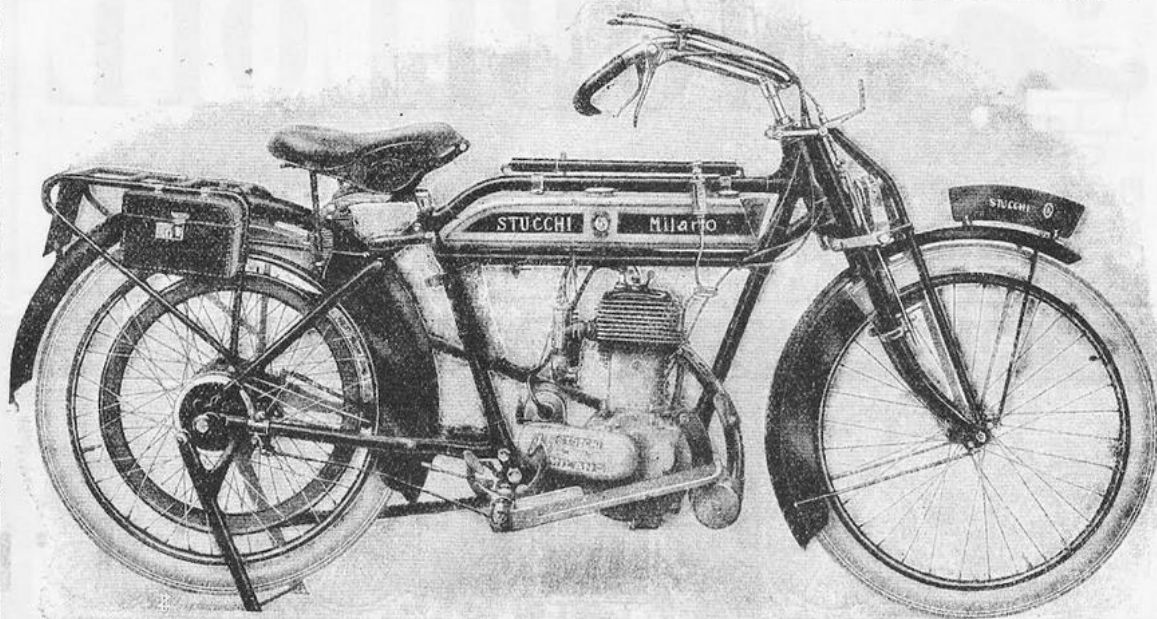
Side-cars



MOTOCICLETTA "STUCCHI,"

munita di Pneumatici

DUNLOP



Chiedere il nuovo listino agli stabilimenti STUCCHI & C.
Via Tortona, 11 - **MILANO**

POPE MOTOR CYCLES

Three great new features insure your comfort—

Rear Spring Suspension on helical springs that expand, gives you comfort and spring assistance in place of spring resistance. In connection with **The Spring Fork**, the frame, motor and rider are ideally suspended. The combination gives a forward gliding motion that will delight you.

Overhead Valves give the most power, the smoothest running, the greatest speed, least surface exposed to heat, best cooling—most complete exhaust of spent gases,—least weight, lowest gasoline and oil consumption and minimum cost to run and maintain. The entire explosion is directly over the piston. All energy developed is applied with no loss in time nor force, straight downward, with maximum power.

Pope Quality Has Never Been Questioned

Pope Motor Cycles are made in four models

These machines are alike in quality and perfection of detail. Each is suited for a different purpose. Model H—Lightweight—4 h.p. belt drive, imported magneto. Weight 160 pounds. A wonderful value, \$145. Model K—The Big Four—Big 4 h.p. belt drive, imported magneto, overhead valves, spring seat post, \$200. Model M—3 h.p. Chain drive, Bosch Magneto. Rear spring suspension, overhead valves, \$115. Model L—Twin—Twin Cylinder, 7-8 h.p. chain drive. Bosch magneto, rear spring suspension, overhead valves, \$250.

Send for the handsome 1913 Catalogue

The finest ever issued. It contains pages of specifications and details, every one of which will interest you. Write today.

POPE MANUFACTURING CO.

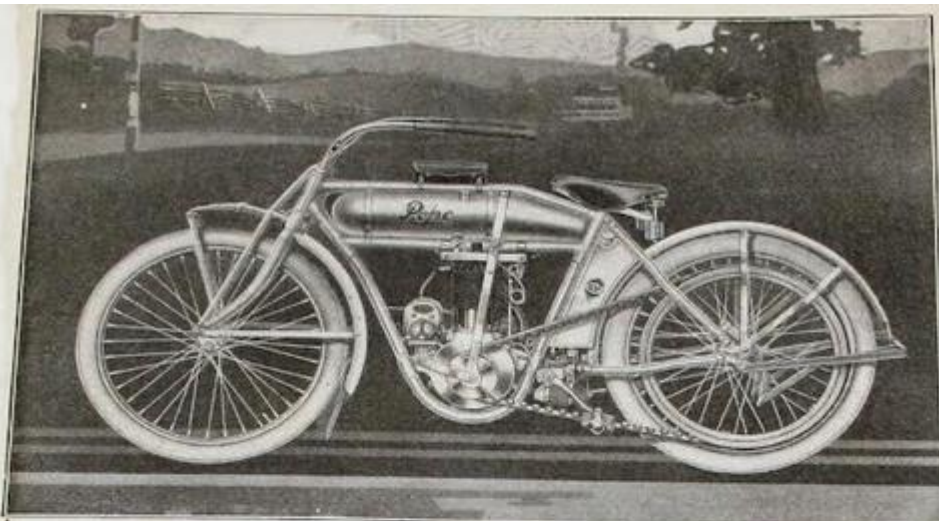
320 Capitol Ave.

Hartford, Conn., U. S. A.

Also makers of Pope bicycles

—Catalogues 1913.





POPE Motor Cycles

Motorcycling is the most glorious sport of the day. No other vehicle ever invented provides a means of locomotion at once so exhilarating, speedy and economical.

The Pope models assure you the maximum of comfort, safety and speed at the minimum cost of running and maintenance.

"Pope Quality Has Never Been Questioned"

Model H Lightweight \$165

One of our most successful and popular models giving you a wonderful value for the money. Motor 4 h.p.; V belt; simple instant tension adjustment; imported magneto; 51-inch wheel base; 26-inch wheels; weight only 160 lbs.

Send for Free Catalog. It tells all about this popular, lightweight motor cycle and the three other models built by THE POPE MANUFACTURING CO., 479 Capitol Avenue, Hartford, Ct.

Also Makers of Pope-Hartford Automobiles, Columbia, Rambler and Pope Bicycles. Catalogs Free.

The Emblem



-The Sturdy One

Manufactured with a view to efficiency
and safety of operation.

The Emblem Manufacturing Co.

ANGOLA, ERIE CO., N. Y.

ALSO MAKERS OF THE FAMOUS EMBLEM BICYCLES

in the South
JAMES K. SMITH & CO., Columbia, S.C.

For California
JAMES W. SMITH & CO., San Francisco, Cal.

For Oregon and Washington
JAMES W. SMITH & CO., Portland, Ore.

For Chicago
JAMES W. SMITH & CO., 1118 Broadway, N.Y.

Rivista Mensile di Aeronavigazione



MOTOCICLI ::
NEW HUDSON
AGENTE GENERALE PER L'ITALIA
VITTORIO GRILLI
MILANO =

NOW—everybody can motor!



A 2-wheeled car leaving both motorcycle wheels intact; exerts only direct, natural pull

At last within *your* reach is the cheaply-operated vehicle you've long wanted. An attractive, roomy small auto car providing for you, wife, kiddies or friends every delight of motoring—with added satisfaction of knowing you can afford it.



Graceful, dignified; carries two or three passengers. Non-tipping; non-skidding. Best auto design. Substantial; finely finished; easy riding. Spring seat and back; semi-elliptic springs; crown moulded fenders, etc.

FITS ANY STANDARD MOTORCYCLE. "ON OR OFF IN 30 SECONDS"

Auto Luxury for Low Motorcycle Cost

The CYGNET combines the automobile's capacity, comfort and safety with the motorcycle's power and low cost of operation. Goes anywhere and everywhere. Boulevard or rough road, hill or level riding are easy for the CYGNET. The cycle may be used alone all you want for business—hitch on the auto car on

30 seconds' notice and share your pleasure riding with others.

Have you wished but not been quite able to buy a small auto?—here then is the happy solution. Write for full information. Give name of motorcycle dealer.

CYGNET REAR CAR CO.
Dept. S BUFFALO, N. Y.

"The key to quick low-cost delivery" CYGNET DELIVERY MODELS
Open and closed bodies; 500 lbs. capacity. All features of small auto delivery plus several exclusive advantages. Catalog Free.

CYGNET REAR CAR CO., Dept. S, Buffalo, N. Y.
Please send full information about CYGNET Rear Car for Pleasure and Business.

Name _____
Address _____ What _____
State _____ Motorcycle _____

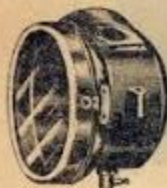
"ON OR OFF IN 30 SECONDS"

Dealer's Name _____

MOTORCYCLE LAMPS

OLD SOL—WITHOUT GENERATORS

The Sloping Rounded Hood and Well Proportioned Body Give a Very Pleasant and Symmetrical Appearance. Finely Nickel Plated on Heavy Gauge Brass; Inside Laminated Optical Blank; Focus can be Adjusted, a Slot in Bottom of Lamp Permits the Moving of Burner, so by Varying the Distance from Reflector either a Strong Concentrated Light or a Diffused one may be obtained.



WITH SIDE SOCKET

No. 1—Without Brackets; Diameter of Door 4 inches; Diameter of Body 4½ inches; Diameter of Mirror Lens 4 inches; Depth of Body 4 inches; Weight each 2 lbs.

Each

\$5.60

WITH REAR SOCKET

No. 2—Without Brackets; Diameter of Door 3 inches; Diameter of Body 4½ inches; Diameter of Mirror Lens 4 inches; Depth of Body 4 inches; Weight each 2 lbs.; Rear Socket Fits any Standard Bracket.

Each

\$6.60



These Models are Designed for More Efficient Lighting Service During Long Rides, Towing and Night Endurance Runs. The Most Intense and Greatest Candle Power Lamps Made for Motorcycles. Equipped with Ball Fin Hinges, Special German Lava Burners, Automobile Type, Heavy Double Thick Door Glasses and Specially Ground Magnifying Mirror Lenses; Bodies are Made of Heavy Gauge Brass Drawn from One Piece of Metal and Door Frames of Special Beaded Construction to Give Them Strength.



No. 17—Without Brackets; 1,000 Candle Power; Diameter of Door 7 inches; Diameter of Lens 5 inches; Depth of Body 6 inches; Weight each 2 lbs.

Each

\$8.50

No. 17—Extra Bush or Front Door Glass for No. 17 Lamp.

Each

\$3

WITH SIDE SOCKET

No. 8—Without Brackets; 1,500 Candle Power; Diameter of Door 8 inches; Diameter of Mirror Lens 6 inches; Depth of Body about 6½ inches; Weight each 4 lbs.

Each

\$10.50



WITH ATTACHED GENERATORS

Made of Heavy Nickel Plated Brass. These Self Contained Lamps are built for Motorcycle use and are larger, better and stronger than any Bicycle Lamp. Will burn about 7 Hours on One Charge of Carbide and furnish a Light of about 100 Candle Power.

FOR SIDE GENERATORS

No. 3—Without Brackets; Height Over All 7 inches; Diameter of Door 4 inches; Diameter of Reflector 3 inches; Carbide Capacity 6 ozs.; Distance from Center of Bracket Clamps to Front of Lamp 8½ inches; Weight each, Complete.

Each

\$6.30

One in a Carton

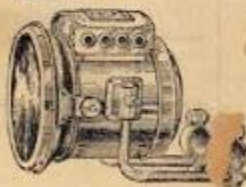


FOR REAR BRACKETS

No. 4—Without Brackets; Height Over All 7 inches; Diameter of Door 4 inches; Diameter of Reflector 3 inches; Carbide Capacity 6 ozs.; Weight each 2 lbs.

Each

\$6.20



Cut Shows Lamp With Set of No. 14½ Brackets Attached



20TH CENTURY

Constructed of Heavy Gauge Brass, Riveted Throughout, Equipped with Mirror Lens Reflector, Ground to Exact Standard, Field of View Front; Lenses as Shown above will Fit Every Motorcycle and when mounted in this Manner Requires Minimum Vibration. Bracket Clamps to Four Positions as Lamps may be Carried on Handle Bars or Forks; If Handle Bars are V-Type Brackets may be Attached and Burn to Position.

Nickel Plated; Diameter of Body 4 inches; Diameter of Door 5 inches; Depth of Lamp 6½ inches; Capacity of Tip ½ liter.

No. 182—Lamp Only; Weight 2½ lbs.

Each

\$7.25

No. 182—Lamp with No. 16 Generator, No. 14½ and No. 110 Brackets and Wire Complete; Weight 5½ lbs.

Each

\$15.40

Lamps, One in a Box; Lamp Brackets, Lenses, Generator and Brackets Complete in a Box.

Items Marked ✕ Not Carried in Stock; Can Only Be Furnished by Shipping Direct From Factory, Bridgeport, Conn.

MIDGET TAIL LAMP

Made of One-Piece Aluminum; Strongly Constructed; No Parts to Become Loose. Also Burner; White Light Illuminates Stop Lenses and the Red Light Danger Signal; Brass Pin Cock Regulates Gas Flow.

Midget—Has Two 1½-inch Glass Lenses One White and One Red; Height 2½ inches; Weight 6 ozs.

Each

\$2.00

One in a Box

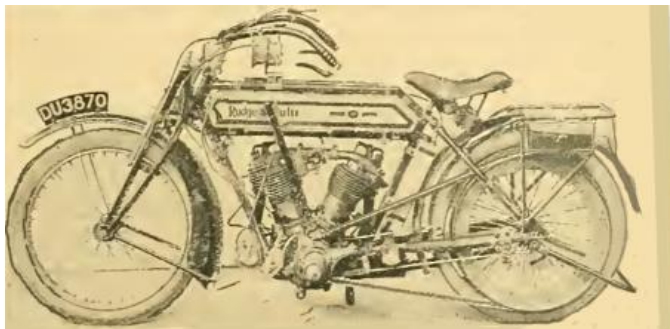
"DIAMOND EDGE IS A QUALITY PLEDGE"

1914

WITH 123,678 MOTOR CYCLES registered in Britain and exports of almost 21,000 the new industry was flourishing. Triumph alone churned out some 4,000 singles during the year while the Blue 'Un's readership hit 90,000 (the Green 'Un wasn't far behind; clearly most enthusiasts read both). Britain, Europe and the USA were each home to about 200 motorcycle manufacturers—but the British contingent fell by one as Singer ceased production.

ELECTRIC TRAFFIC lights were installed in Cleveland, USA.

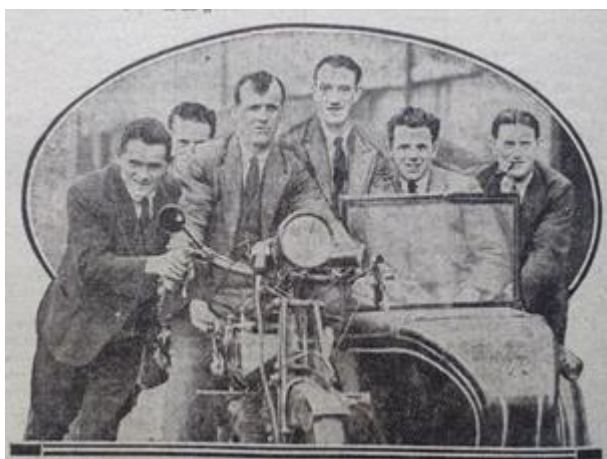
WINTER MOTOR CYCLING soon reveals drafts in clothing so raise your glasses to Swedish-born Gideon Sundback who developed the modern zip fastener. Mind you, the zip can trace its history back to the Automatic Continuous Clothing Closure which had been patented in the US by Elias Howe in 1851.



Rudge launched a 998cc 7hp twin which shared its cycle parts and multi-speed transmission with the established 3½hp single.

THE SCOTT TRIAL was established as a company event but would evolve into a major competition.

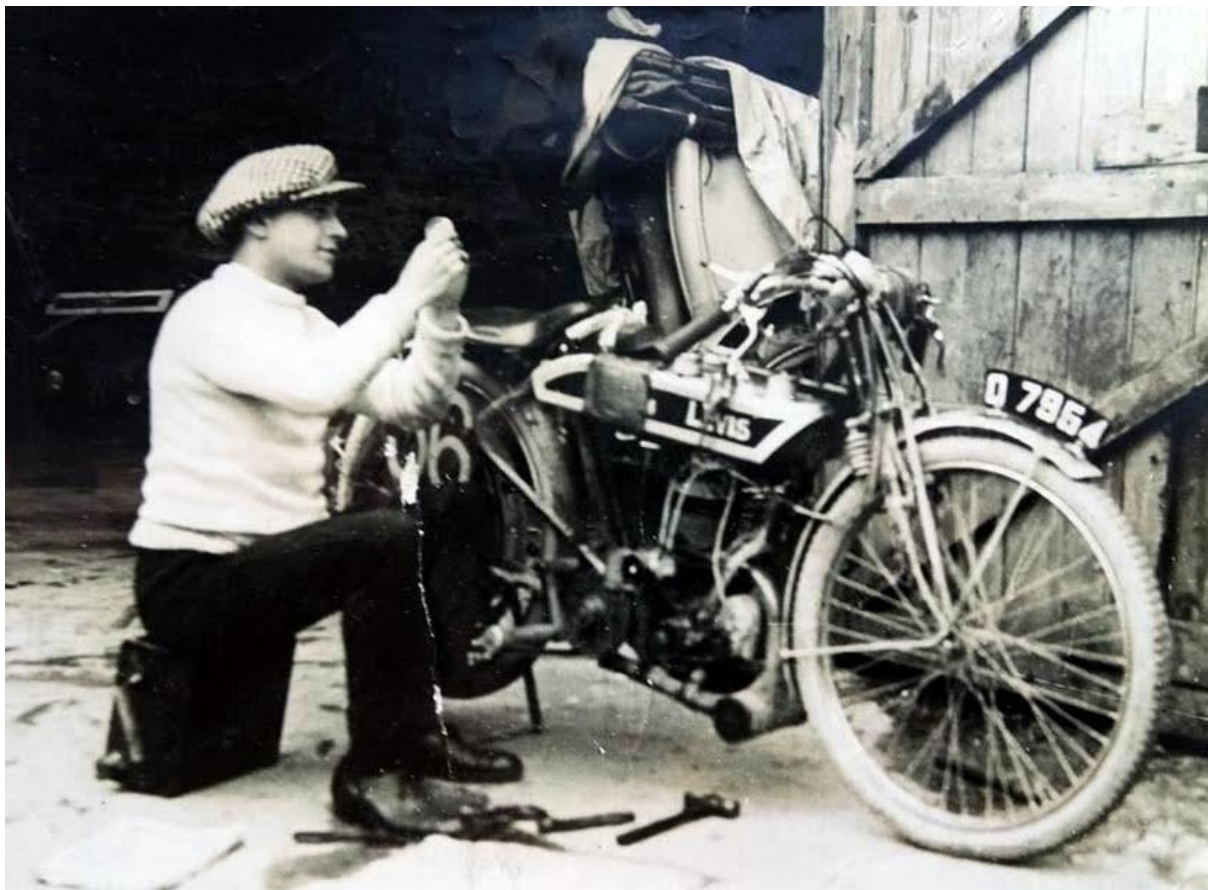
ACCORDING TO *THE SHEFFIELD GREEN 'UN* (not to be confused with the *Motor Cycling Green 'Un*): “Motorcycling is said to be one the favourite summer pastimes of professional footballers.” A decade later some sporting chaps came up with a way to combine the two passions.



The Topical Times: “Speed merchants of Elland Road. It’s a moot point as to whether these Leeds United boys are faster on the ball than on the bike.”

FOLLOWING A SERIES OF CRASHES in the 1913 TT culminating in the death of Frank Bateman crash helmets were made compulsory for 1914. The start line was moved to the top Bray Hill and all competitors had to complete at least six practice laps. In 1913 each race was run over

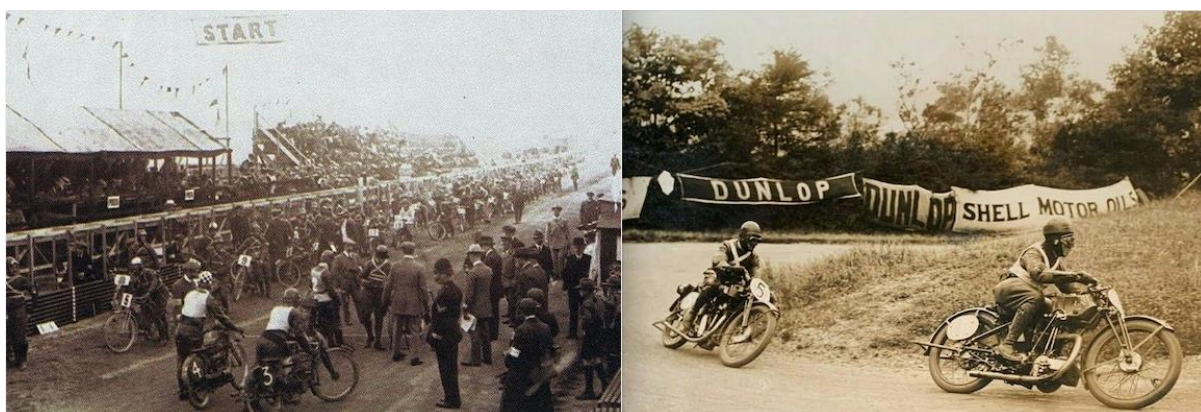
two days and extended from four laps to six for the Junior and five laps to seven for the senior with the bikes secured in a parc fermée between races. The idea was to see how well the bikes stood up to a cold start after the first day's laps, and how well they stood up to longer races while making life a little easier for the riders. However it made it impossible to compete in both races and spoiled the spectacle so for 1914 the TT was back to normal one race per day, with five laps for the Junior and six for the Senior. Instead of two fuel depots there would only be one, at Douglas, but with proper pits. The TT was coming of age, and entries rose again to a record 49 for the Junior and 111 for the Senior. The Junior was hit by heavy rain with mist on the mountain but produced a tremendous race. There were 14 marques in the Junior. The field included a dozen Douglas twins, nine Enfield twins, five NUTs and five AJSs; in all there were 34 twins and 15 one-lungers. Twins had dominated the TT—a single had never won the Junior—but there was a bit of a buzz around the new Ajays which combined a two-speed countershaft gearbox with a double primary-chain drive and dog clutch to give four speeds. At first the Enfield twins were first, third and fourth with Duggies fifth and sixth with a single AJS single second. But in the third lap the lead Enfield, ridden by Frank Walker, had a puncture. By the end of the lap there were four singles in the first half-dozen; during the next lap the two



An unnamed rider fettles his Junior TT Levis.



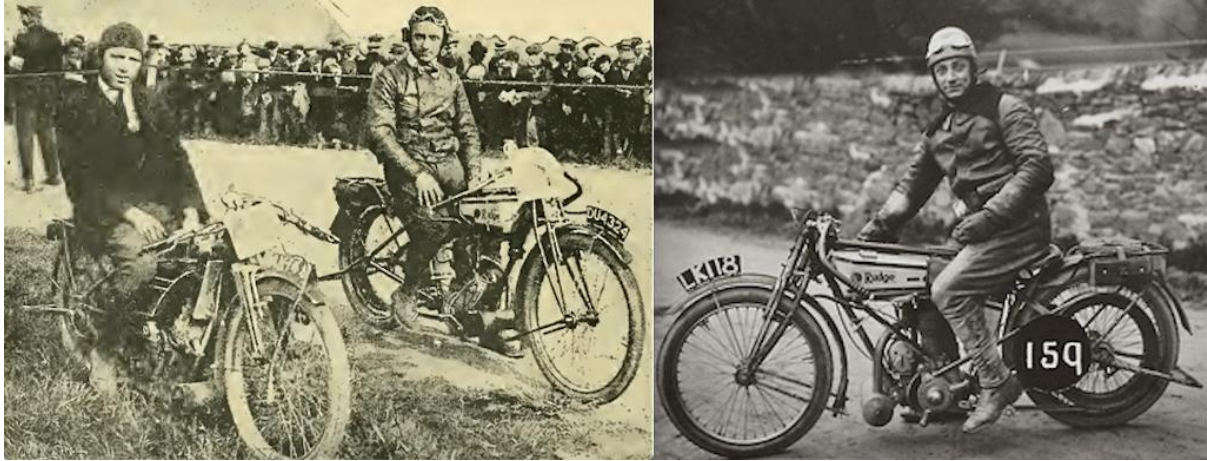
It was AJS's year at the TT, with four of their four-speeders in the top six of the Junnior. Left to right: Jack Stevens, Billy Heaton, Harry Stevens, Cyril Williams, George Stevens, Eric Williams, Joe Stevens junior, and Bert Haddock. Eric Williams took 1st place, Cyril Williams was 2nd with Bill Jones 4th, Bert Haddock 6th and Billy Heaton 29th.



The Junior TT: on the grid and round the hairpin.

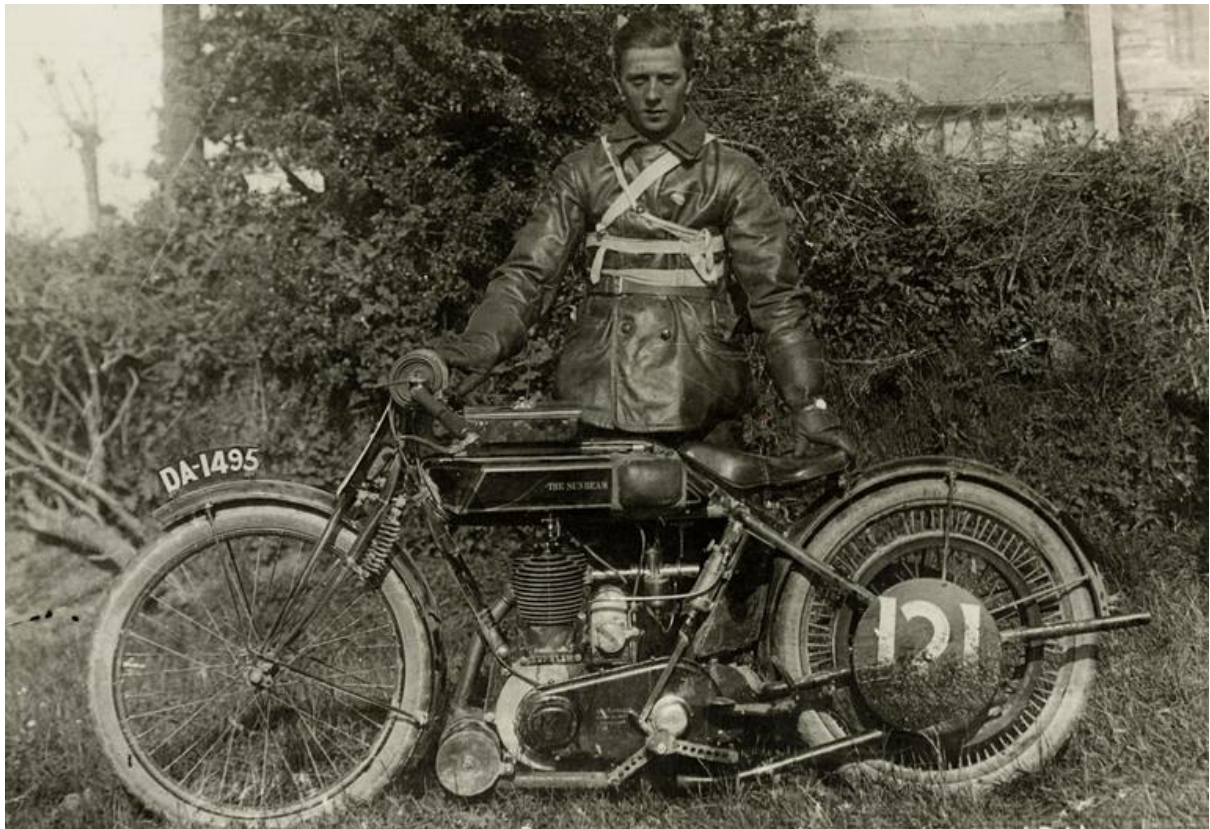
Douglasses that had been running third and fourth dropped back leaving AJSs first, second and third. On the final lap WM Heaton crashed (he remounted to finish 29th) leaving Cyril Williams to cross the line first (at an average 45.6mph) followed by Cyril Williams (no relation) and, after fixing his puncture and riding like a demon, Walker finished third on his Enfield twin—but after crossing the line Walker rode into a barrier and was killed. Fourth fifth and sixth places went to W Jones (AJS), FE Bareker (Zenith) and B Haddock (AJS). The record breaking Senior field included 35 marques, six of them foreign including 30 factory entrants (known at the time as 'trade' riders). After the 1911 hat-trick Indian was still on the warpath with eight riders in the Senior, matched by Indian, BSA, Triumph and Rudge (a Rudge Multi came within an ace of winning in 1913). There were six Scotts, six Zeniths and five Premiers. Ariel, James, Matchless and Premier fielded four apiece. Sunbeam was making its Manx debut, as was Sunbeam rider

one HR Davies. Tim Wood's first lap, at 53.5mph, set a Senior record for Scott to maintain its reputation on the Mountain circuit but he failed to finish thanks to a burnt out magneto. Harry Collier moved into the lead on his Matchless but then crashed, while his brother Charlie slowed with hub gear problems—two more previous TT winners out of the running. In the event Cyril Pullin won the

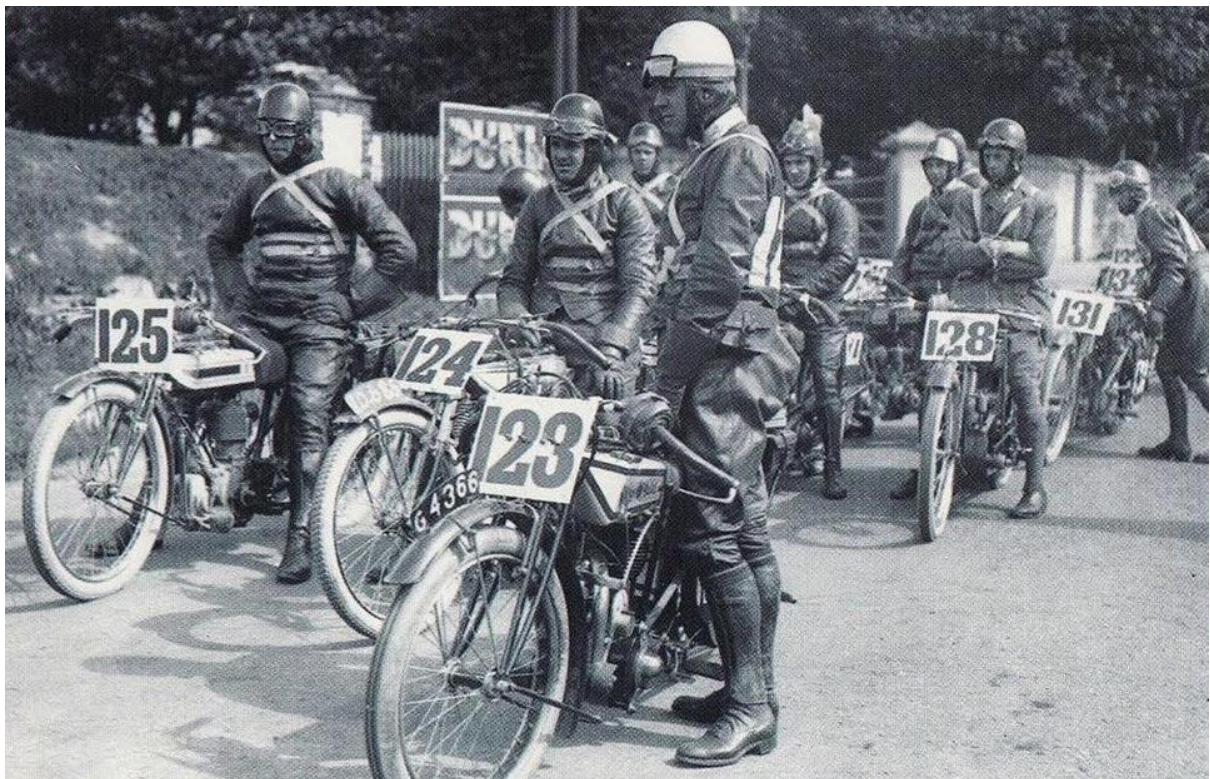


Cyril Pullin (right, on his Rudge), pictured at the Doncaster Trials with Tim Wood (Scott), who had won the previous year. (Right) Pullin again, on the Rudge he rode to victory in the Senior.

Senior, giving Rudge the win that had slipped from its grasp the previous year. Second place, remarkably, was tied between the formidable Oliver Godfrey on the equally formidable Indian, and, to everyone's surprise, the new Sunbeam ridden by HR Davies. That left HV Colver (Matchless) fourth, ahead of GG Boynton (Triumph) and JL Emerson (ABC). It had been an eventful raise but afterwards Pullin remarked: "No, I had no trouble whatever. I just sat on the machine, and the engine and multi gear did the rest. I never knew where I was in the race, and I was never passed, excepting at the depot. The wind was tremendous. I attribute my success to the wonderful powers of the multi gear." *The Motor Cycle* was impressed: "We have never in any race, and very seldom on the road, seen a machine in such a spotless condition. There was literally not a speck of oil on the crankcase, whilst the belt was in perfect condition. The undrilled top



Howard Davies with the Sunbeam on which he tied with Oliver Godfrey and his Indian for second place in the Senior.



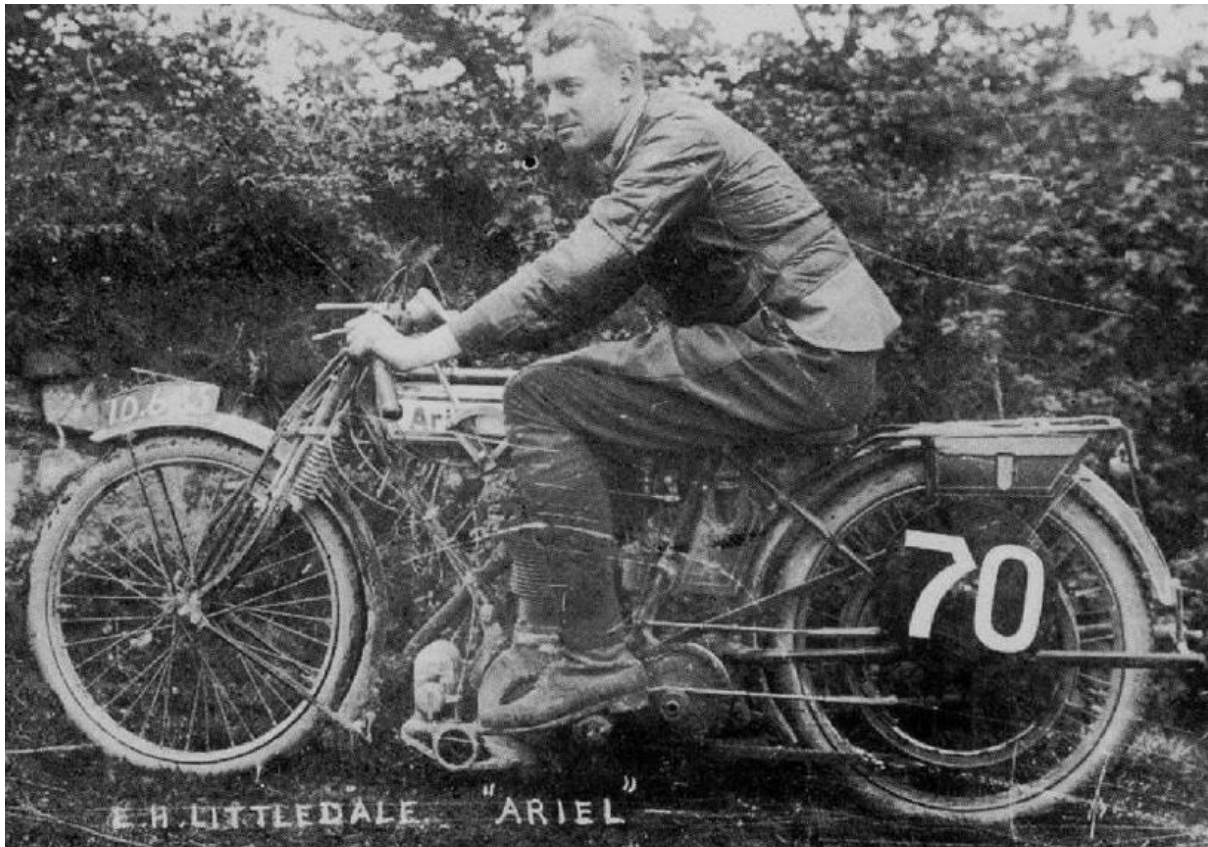
Senior TT contenders prepare for action.

ringed piston had just a nice film of oil on its head, and really astonished [ACU scrutineers] Major Lloyd and Professor Sharpe by its fine condition. Years later Davies recalled: "I was

intentionally taking it easy to start with. For one thing, Sunbeams, being newcomers to the race, did not think they had much of a chance of pulling off the Trophy—what they were keenest on was winning the team prize. I was therefore riding under instructions not to take risks. In addition, I had a bit of trouble during practising and had had to fit a new piston just before the race. As I had no time to run it in, I obviously had to take things fairly easy at first—and even so it dried up two or three times. I was running twelfth at half distance and the model then seemed to get a bit freer. I opened up a bit and drew into tenth place at the end of the fourth lap and fifth at the end of the fifth. When I finished I was surprised to hear that I was bracketed second with OC Godfrey on his Indian.” And Sunbeam won its manufacturers’ team award.

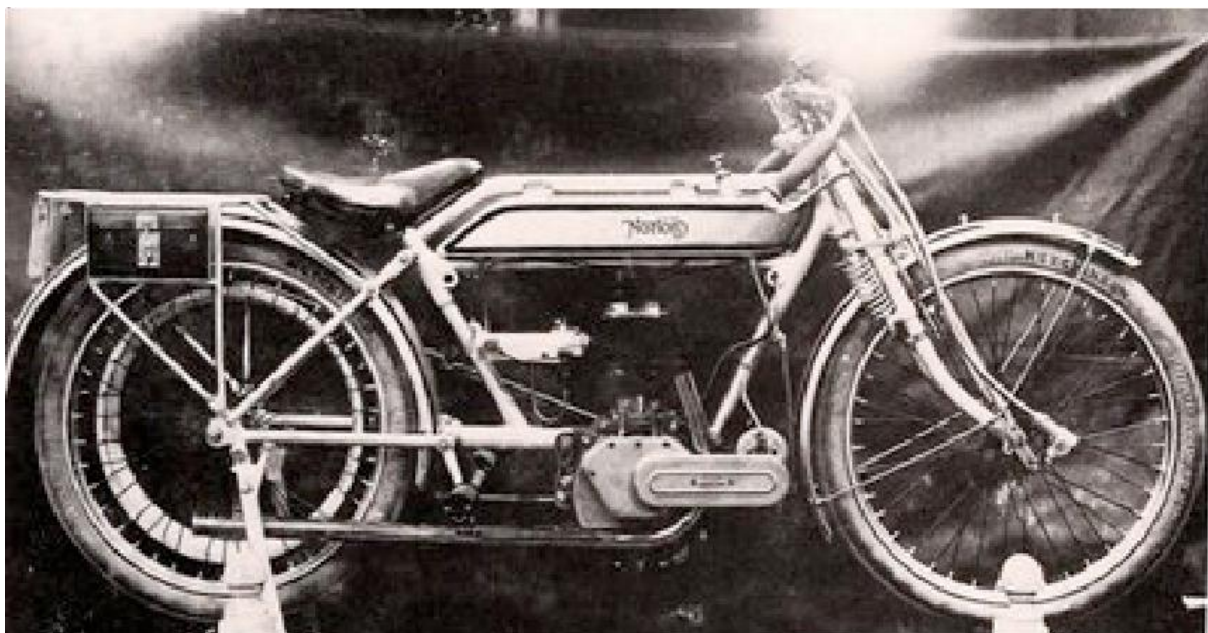


The Norton Senior TT team on Ramsey Promenade. L-R: Dan O'Donovan, the Braid brothers and, in the sidecar, Pa Norton. It wasn't Norton's year. OG Braid, finished 45th position; RJP Braid finished 50th, and 'Wizard' O'Donovan didn't finish at all.



EH Littledale finished 14th in the Senior aboard his Ariel.

WIZARD O'DONOVAN AND his trusty Norton, *Old Miracle*, broke the 80mph barrier at Brooklands while setting an 81.05mph flying mile record and taking no less than 20 other 500cc solo and 750cc sidecar world speed records. In its career *Old Miracle* would set 112 world records.



Old Miracle...Wizard O'Donovan's testbed for hundreds of Norton engines, carried him to world-record glory and smashed the 80mph barrier at Brooklands. .

EG BAKER RODE an electric-start Indian's Hendee Special from San Diego to New York to set a transcontinental record (and earn the nickname 'Cannonball'). For the first time the run was sanctioned by the FAM, making the run official. The two-speed Indian was fitted with double-size fuel and oil tank and a sump guard crafted from a 15lb sheet of boiler plate. The run had been calculated at 3,172 miles; Baker planned to complete it in 17 days—well inside the 20 days, nine hours and one minute for a 3,071-mile run made by Volney Davis (also on an Indian) in 1911. In the event Baker covered 3,362 miles in 11 days 12 hours, 10 minutes. The Indian's batteries took several hours to recharge, the charging system wasn't powerful enough at low revs/speed and with no kickstart as backup the system wasn't up to repeated stop-start work. These teething troubles could have been sorted out by what was, after all, the world's biggest motorcycle manufacturer (100,000 bikes built since 1907). But only a few hundred were made before Indian dropped the idea and electric starters wouldn't come into common use for more than 50 years. Meanwhile Indian raised the world record to 93.5mph.



Indian took full advantage of Cannonball's exploits; Cannonball made a packet from sponsorship for everything from his spark plugs to puttees.

GERMAN IMMIGRANT MARGARET GAST made her name in the USA as a long distance cyclist (in 1900 she had beaten the men's 2,000-mile record) but by 1914 she was riding a Flying Merkel in the most dangerous arena of them all. Interviewed by the Sunday New Yorker in 1949 she recalled: "My hardest life was the eight years when I was doing motordrome work. I was carried away in ambulances several times. My worst accident was in Palm Beach. They carried me out as gone...I don't know why I stayed in motordrome work so long. Year after year after year I wanted to quit. I saw some of the other rider killed, some of them crippled, some of them

burned to death. I knew my time was limited, but they kept saying, 'Keep on. Keep on.' Finally I got yellow. I felt like quitting and I quit".

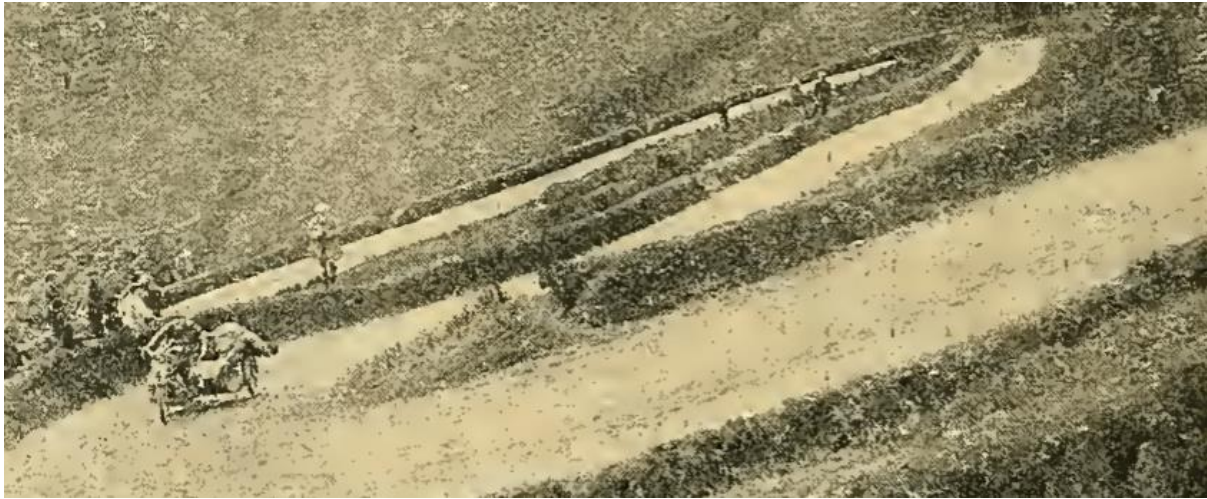


Margaret Gast, the only woman to brave the 'murderdrome' circuit, went on to own a bar and worked as a masseuse until she was 84.



LW Spencer scales the 2.7-to-1 Dunkberry Beacon on a Little Giant Motocyclette powered by a

Precision Junior unit. Having ridden the lightweight from London to Devon he also tackled notorious hills including Porlock and Beggar's Roost.



Glengesh Hill, the toughest in Ireland was a highlight of the Irish 24 Hour Reliability Trial: RE Guest (7hp Matchless outfit) was one of the few riders to manage a clean ascent. WJ Henderson (6hp Rudge) won the trial, the Rudge-Whitworth Cup and the Manthorpe Cup. Second and third prizes went to G Roche and J Browne, both on 3½hp Rovers.

THE NORTH-WESTERN AUTOMOBILE Association hosted a reliability trial between Lancaster and Preston which attracted 22 four-bike teams. The Chester MCC won (aggregate error of 14min 3sec), followed by the Rochdale MCC B-team (32min 47sec) and Preston B-team (68min 2sec).



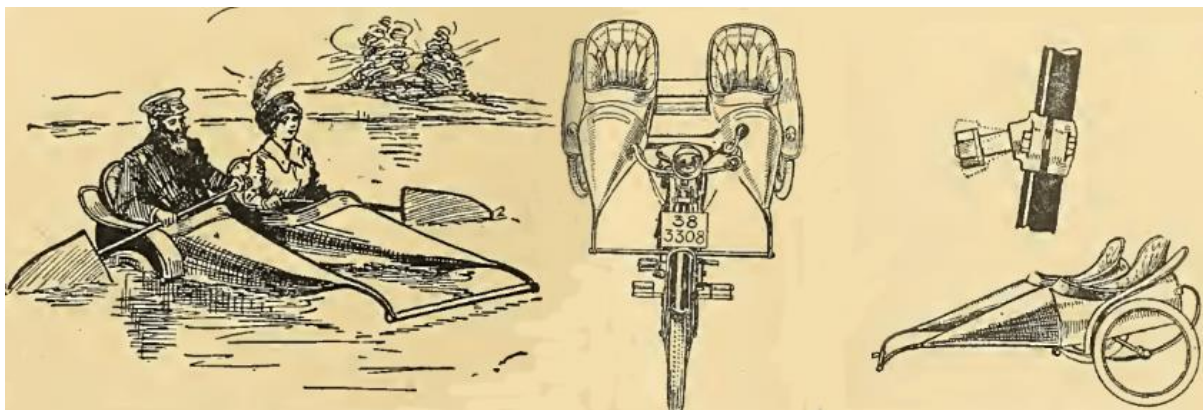
The Banbury MCC had a run to the Rover works and were later entertained to tea, courtesy of general manager JK Starley who suggested that "this might form a pleasant afternoon's outing for other Midlands clubs".

FROM THE BLUE 'UN: Several readers have drawn our attention to what is apparently an error in our leaderette of last week, in which we made use of the expression "Rule the Roast". Of course, the more common quotation is "Rule the Roost", but this is really a corruption of the original, and possibly readers may be interested to know that the origin of the quotation "Rules the Roste" belong to John Skelton, in his lines to Colin Clout, towards the close of the fifteenth century. Later on, however, Shakespeare, in his play King Henry VI, refers to "Suffolk, the new made Duke that rules the roast". The same spelling is adopted by Sir Philip Sidney, Thomas Heywood, and Edward Hall. It would appear that there is no authenticity of the term "Rule the Roost". Dr EC Brewer, in his Dictionary of Phrase and Fable, says: "It is usually thought that 'Roast' in this phrase means 'roost', and that the reference is to a cock, who decides which hen is to roost nearest to him; but the subjoined quotation favours the idea of a council, 'John, Duke of Burgundy, rules the roast, and governed both King Charles...and his whole realme.'"



“The motor cycle and the Army” (by the left): Royal Gloucestershire Hussars scouts, training at Brighton; Cambridge University OTC being inspected by Maj-Gen Davies CB; motor cycle section of the East Lancashire Divisional Signal Service in camp at Carnarvon.

“ITALIAN INVENTOR, S BARATELLI, of Milan, has produced a curious double trailer, which appears very like a double sidecar. The illustrations show clearly how the two trailers are flexibly coupled up by two parallel wooden luggage grids and sprung by two C springs carried on a two-wheeled axle, and are attached to the head of a motor cycle by means of a universal joint. This allows considerable movement to the trailers. The inventor states that the combination can take corners without the slightest fear of upsetting either when fully loaded, one only occupied or both empty, and that every ounce of motor power is used for hauling the trailers, and practically no strain is imposed on the motor cycle frame. Another interesting feature of these trailers is that they can be used as a canoe if removed from the chassis, as they float admirably. The invention is known as the Sulky trailer, and weighs about 150lb.”



From left: “A use to which the Sulky trailer may be put; front view, showing the trailer in position on the back of a motor cycle; side view of the Sulky trailer, also showing method of attachment.”

AN ARIEL WON THE 1,500-mile Tour of Italy, ahead of a Frera and a Borgo; a two-stroke Levis won the 250cc class in a major French race at L'Eure with a TT Matchless winning the 500cc class and a Clyno winning the 750cc sidecar class. And a Beeza snatched a 500cc victory at Fontainbleu. But the new Italian marque Della Ferrera dominated the 500cc class in domestic races including the Italian TT; it also won the 350cc class in the Italian GP (a Motosacoche took 500cc honours).



A Brit named Milner rode his Levis to victory in the 250cc class of the Circuit de L'Eure.



“Captain Okuizumi, a veteran of the Russo-Japanese war, with his 2 $\frac{3}{4}$ hp three-speed Humber. He is the author of a technical book in Japanese on motor cycling.”

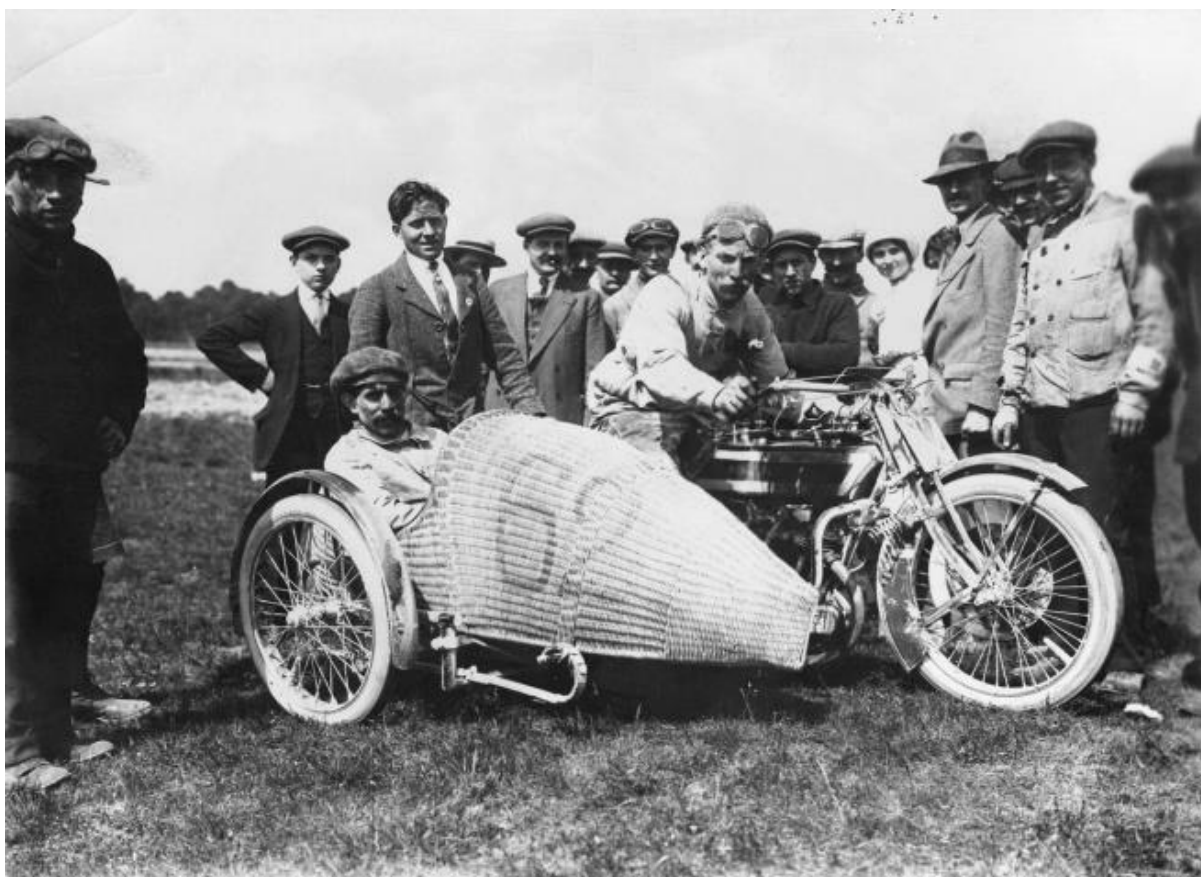
THE POST OFFICE bought 20 outfits (10 New Hudsons, six Douglasses and four Rovers) to replace horses on rural routes.

IN THE US JAMES HOGE patented a “municipal traffic control system” using electrically lit red and green STOP and MOVE signs on posts at each corner of a junction, wired to a manually operated switch inside a control booth. The first example was installed at the crossing of East 105th Street and Euclid Avenue, Cleveland, Ohio. A buzzer warned when the color was about to change.

“THE FONTAINEBLEAU CIRCUIT. In broiling weather this race was run off over varying distances for the different classes on the 28th ult. Motor cycles and sidecars from 250cc to 1,000cc competed, and in the 500cc class, run over 450km, AG Fenn, riding a 3½hp BSA, proved an easy winner in 6hr 6min 42sec. The other classes resulted as follows: 250cc solo, 360km, Klein (Terrot); 350cc class, 450km, Vulliamy (Alcyon); 500cc class (sidecars), 360km, Lombard (Gladiator); 750cc class (sidecars), 360km, Meuriot (Rene-Gillett); 1,000cc class (sidecars), Allenay (Indian). There were many special prizes, the Grand Prix de France for sidecars being won by the Motosacoche team.”



“Scene at the start. As will be seen, numbered waistcoats, similar to those used in the Isle of Man, were worn by all the competitors. (Right) AG Fenn, winner of the 500cc class, on a 3½hp BSA.”

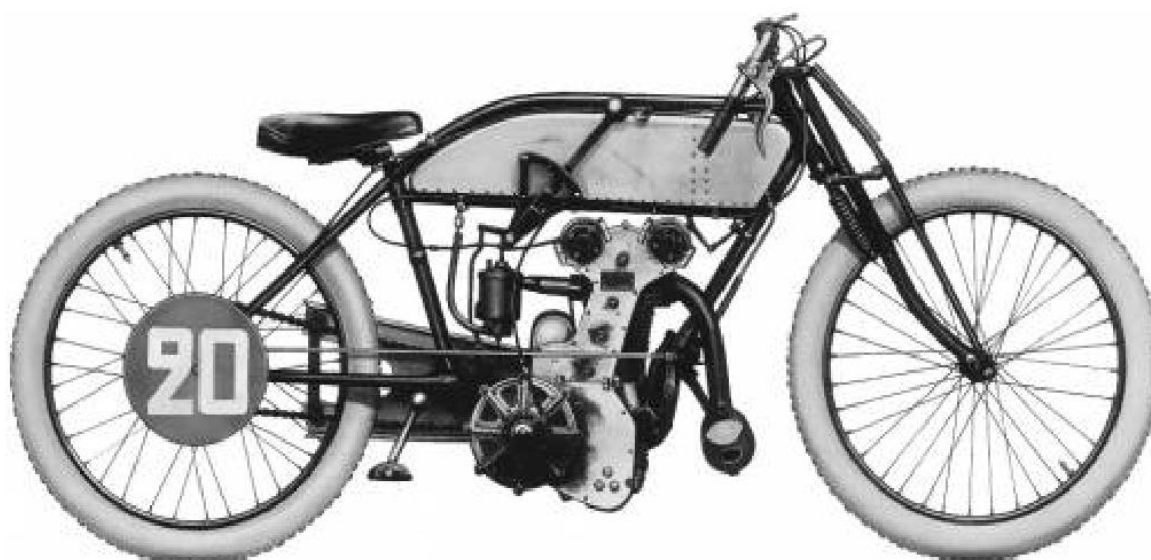


“Grand-Prix du Motocyclisme Français at Fontainebleau on 28 June. Meuriot on René Gillet with side basket bearing the number '62'.”

PEUGEOT'S NEW DOHC 500 TWIN, ridden by Paul Péan, set a flying kilometre record of 76.1mph and was a favourite to win the French Grand Prix at Le Mans. This promised a showdown between the Brits and the Continentals. Matchless, Rudge, BSA, Scott, ABC, Blackburne, Douglas, Triumph, Rover, NUT and Calthorpe were to take on Griffon, Rene-Gillet, Magnat Debon, Peugeot, Terrot, Clement and Gladiator. However the AA warned British riders touring on the Continent that their bikes might be commandeered and, on 2 August, the German army marched into Belgium. [On 9 July the Blue 'Un had announced: “Several motor cyclists are required by the War Office to act as despatch riders on 28th July to 8th August next, and also on 3rd August to 8th August. Any riders desirous of serving in this capacity should communicate direct with the Secretary of the Auto-Cycle Union, 83, Pall Mall, London, SW.”]



Paul Péan set a record on the Peugeot vertical twin but circumstances stalled its development.

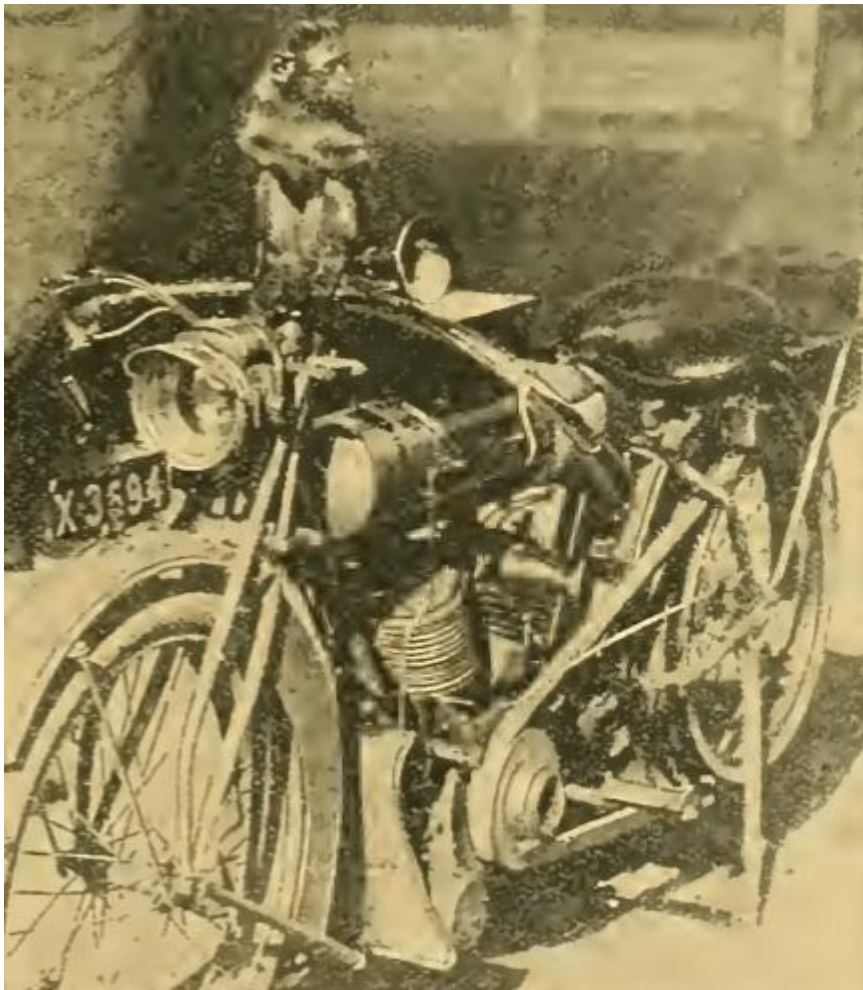


Peugeot's DOHC racer was a potent bit of kit.

MILITARY ALLIANCES TURNED a regional crisis into a world war. The Boche went about their business on NSUs, Brennabors, 600cc V-twin Wanderers with sprung frames and forks and, ironically, the German offshoot of Triumph. French poilus were issued with Peugeots, Rene-

Gillets and Terrots as well as British bikes, notably Sunbeams. Austrian-Hungarian squaddies rode 6hp flat-twin Puchs. The Italians had Bianchi solos and 1,140cc Frera combos; Russia bought British in a big way (doubtless impressed by the British engineering that had helped the Japanese navy obliterate their fleet at Tsushima nine years earlier).

AFTER SEVERAL YEARS OF successful bicycle production the Japanese company Miyata moved into motor cycling. Their Asahi bicycles were based on British Clevelands; their Asahi motor cycle was based on a 3½hp Triumph imported as a pattern. The Tokyo police acquired one for evaluation.



“A novel mascot: A live monkey perched on the front of the 6hp Matchless owned by W Willis of Newcastle. The monkey thoroughly enjoys a good spin in this position, and when the owner leaves the machine it is with the confidence that it will be quite safe in the monkey’s care.”

PRESS PUNDITS’ predictions of troops on motorcycles winning their spurs in a fast moving mechanised war encouraged thousands of young enthusiasts to enlist, encouraged by recruitment campaigns in the Blue ‘Un and the Green ‘Un.

EDMUND DANGERFIELD’S museum was taken over by the army as a training centre; many of its exhibits were lost or simply left to rot.

AN ABC RIDDEN BY JL Emerson averaged 80.47mph over the flying kilometre; the first British 500 to officially exceed 80mph. Designer Granville Bradshaw later recalled that “it was recognised practice for a rider to beat the record by the narrowest possible margin. He and his

opponent worked together, both realising that if any of them pushed the record up too high it would take months for any of them to earn another bonus. All the enthusiasm in the world will not pay the landlady...”

“DEAR SIR,—THE ACCOMPANTING PHOTOGRAPH may be of interest as showing yet another use for the ubiquitous sidecar. I run an out-apiary situated five miles from my residence, and it is occasionally necessary to move some of the bees. Formerly, this operation used to give me considerable trouble, as the frames of comb had to be secured against breakage by jolting when the hives were transported by cart. Last year, however, I bought a spring frame Montgomery sidecar, and by taking off the body and C springs I can substitute a light wooden platform, as shown. With such an arrangement no special precautions are necessary, and the combs, etc, can be moved at the legal limit with perfect safety. Surely this is a record in passenger carrying—100,000 up.

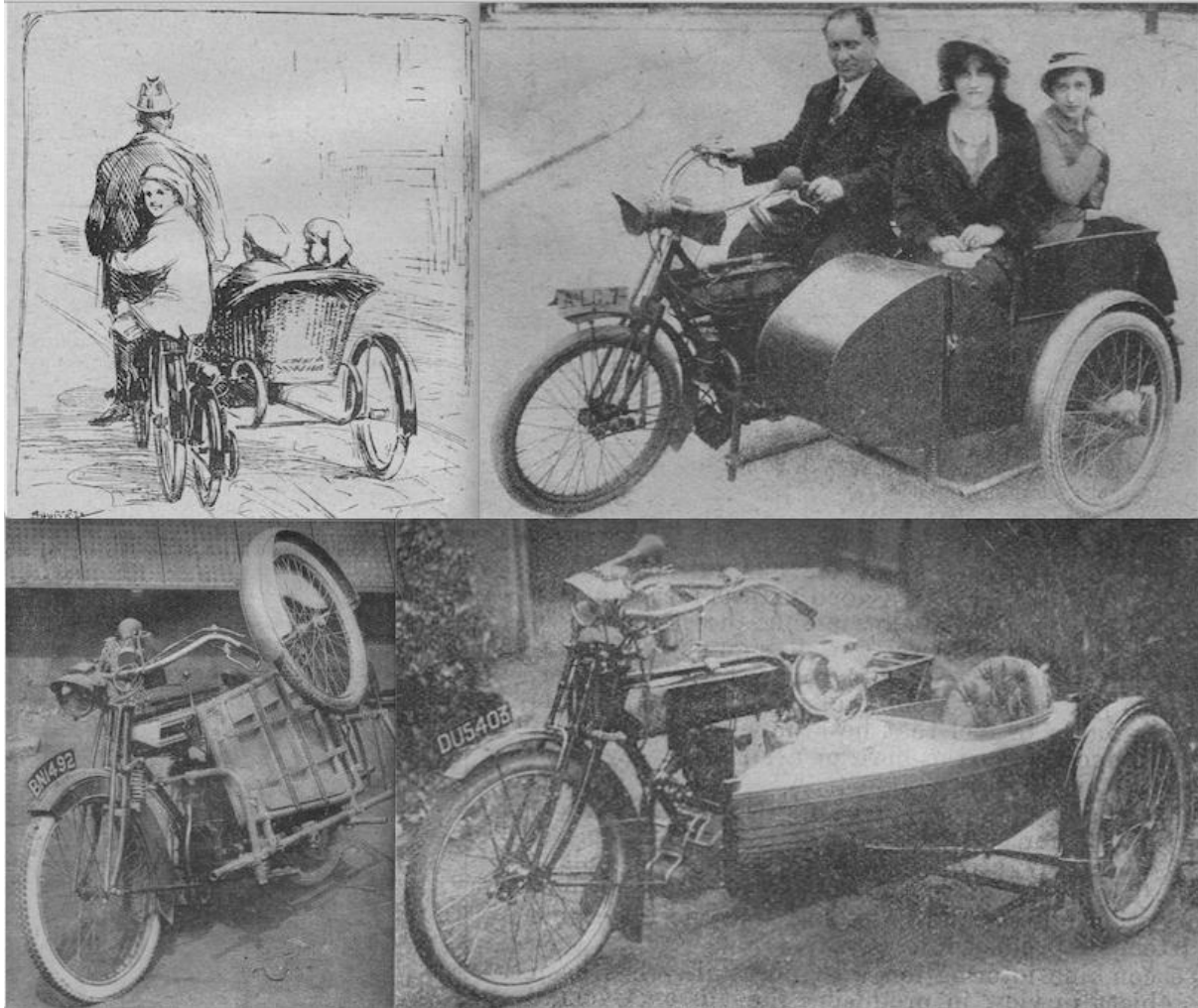
John Warnock.”



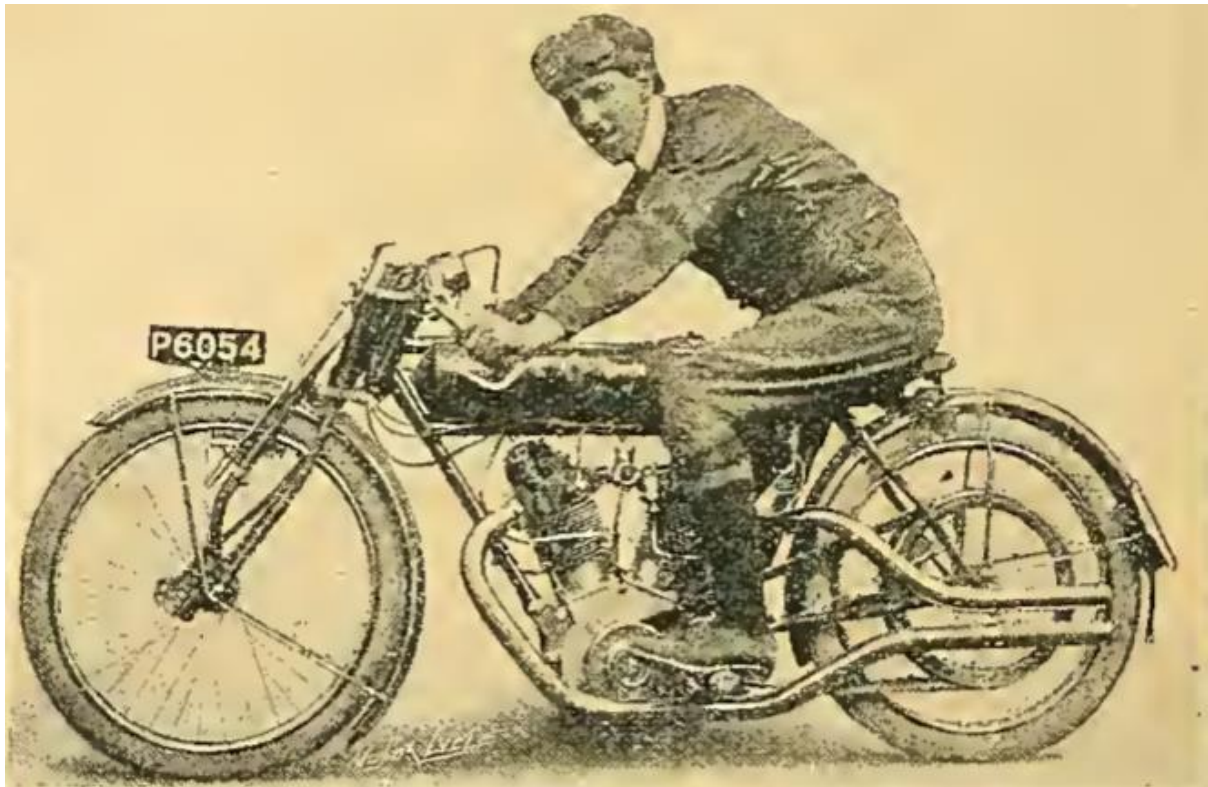
Bees? It's only a hobby!

“WANTED—AN RSPCE: As we passed through Cheltenham during the past week-end we noticed an extraordinary vehicle being propelled along the road by an Auto Wheel. It consisted

of a cycle and sidecar carrying three children besides two adults. We take it that the owner is content with strictly moderate speeds, but though the performance speaks volumes for the Auto Wheel, a society should certainly be formed for the prevention of cruelty to engines...Many sidecars have been built in more or less boat shape, but one which has been seen recently is made on exact boat lines. It has been built by Mr Sidwell, the designer of the Excelsior engine, and is all his own handiwork. Bent wood ribs are made on properly developed lines, and the usual overlapping planking is used. A neat locker in the aft bulkhead is fitted, and a storm apron and screen are to be employed later. A searchlight and lifebuoy complete the equipment. The weight complete with cushions comes out at 32lb."

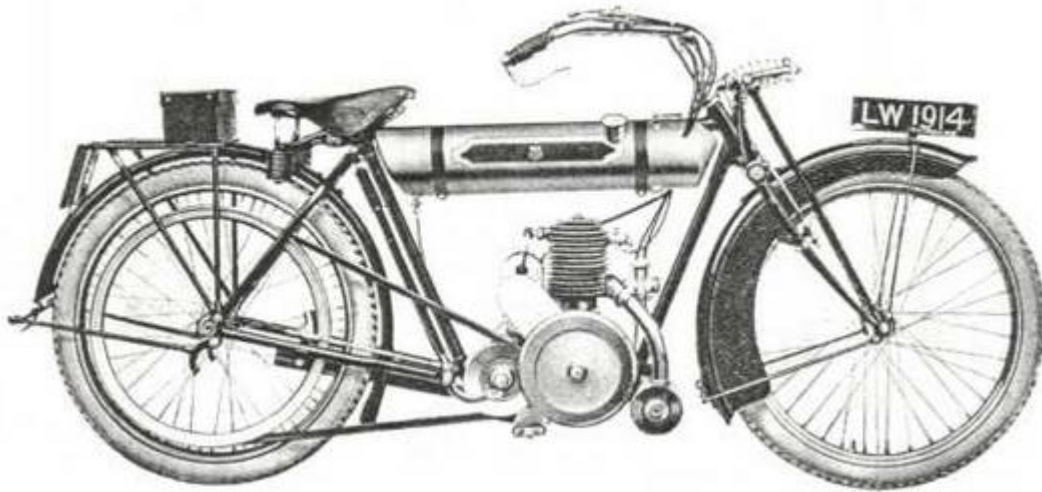


From top left: "A sidecar driven by an Auto-wheel, actually seen on the road recently. The Ralli Car, constructed by Mr C Lusie of Greenwich; the passengers sit back to back, and the sidecar body is suspended on four Druid fork springs at the back, and by two in the front. The Arco folding sidecar closed so that it will pass through a narrow doorway. A novel boat-shaped sidecar called the Seagull."



Matchless fitted an eight-valve ohv MAG V-twin. *The Motor Cycle* reported: ““Very high speeds were attained at the Colwyn Bay Speed Trials, CR Collier on the 7hp eight-valve Matchless attaining a speed of 87.38mph for the flying half mile and winning seven first prizes.”

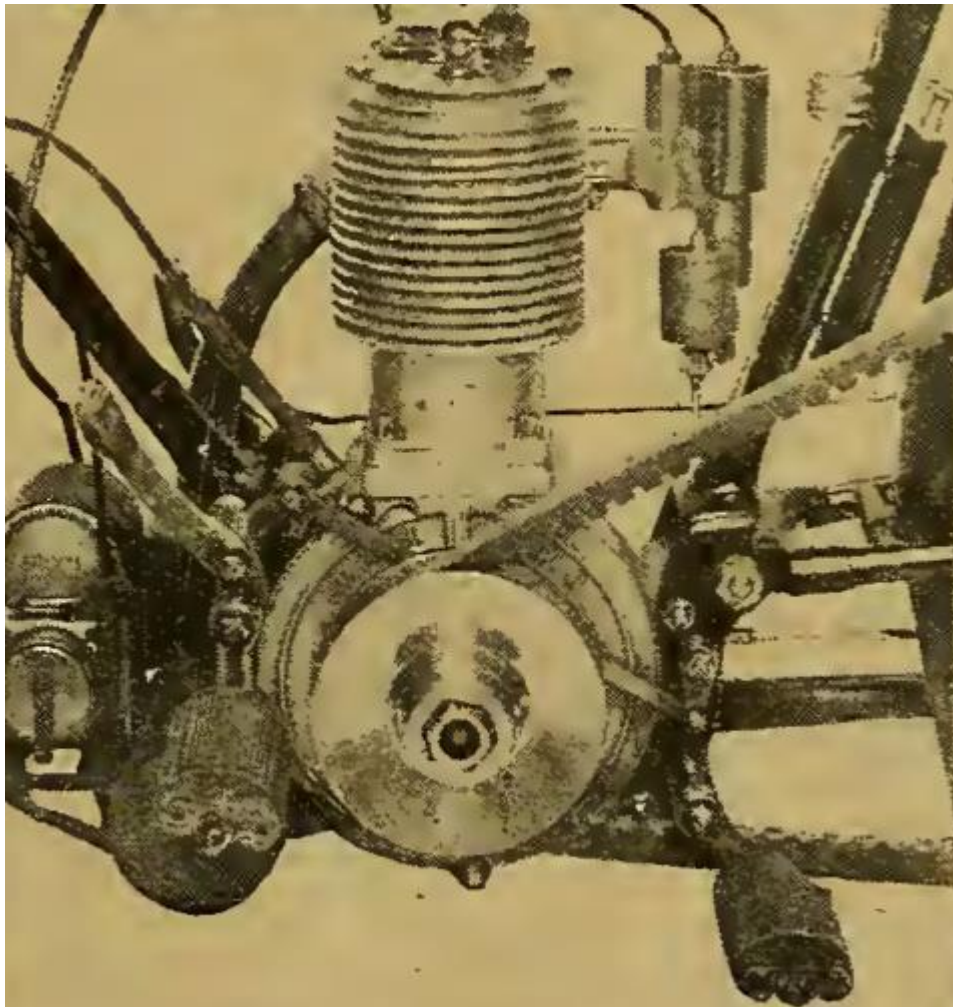
“THE CAPABILITIES OF THE JUNIOR TRIUMPH: [Four months ago] we took delivery of a two-stroke Triumph, since when we have had no cause to regret our choice, as the only troubles up to the present have been of quite minor importance, such as chains getting out of adjustment and slight carbonisation. The machine has now quite a long mileage to its credit, including several open reliability trials, but more particularly made up of short daily runs between home and the office. Sunrising Hill comes well within the range of the Triumph, as do most main-road gradients. The two-speed gear box on the counter-shaft (giving ratios of $5\frac{1}{4}$ and $8\frac{3}{4}$ to 1) has always worked admirably, and the Bowden wire gear control from a lever on the handle-bars has needed no adjustment. Entirely enclosed magneto and transmission chains might be an advantage. The chains, which are protected only by dust covers, run at engine speed, and any grease is soon thrown off. Dismantling the engine is simplicity itself, and the cylinder may be removed in a matter of minutes. All the controls, with the exception of the heel brake acting on the rear belt rim, are situated on the handle-bars, making the machine very easy to handle. Especially is this noticeable in traffic, when the low gear may be engaged and one is able to crawl along at a mere snail's pace with the engine slowly ticking over. On the other hand, with top gear in operation, a speed in the neighbourhood of the 'forties' can be attained. Starting up may be done by standing across the machine and paddling off, when the engine will fire in a few revolutions. The Triumph is very light on tyres and belts, the former being still in excellent condition, and the latter having been shortened for the first time a week ago. For best results a pure mineral oil should be used, and not compound oils, as the latter are liable to split up and cause carbon deposit. In the case of one brand of oil sent us for trial the float needle developed the troublesome habit of gumming. The petrol consumption on an average is about 95mpg, and one of the greatest virtues of the little machine is that it 'two-strokes' regularly, even at slow speeds. The weight is approximately 130lb. “



The Baby

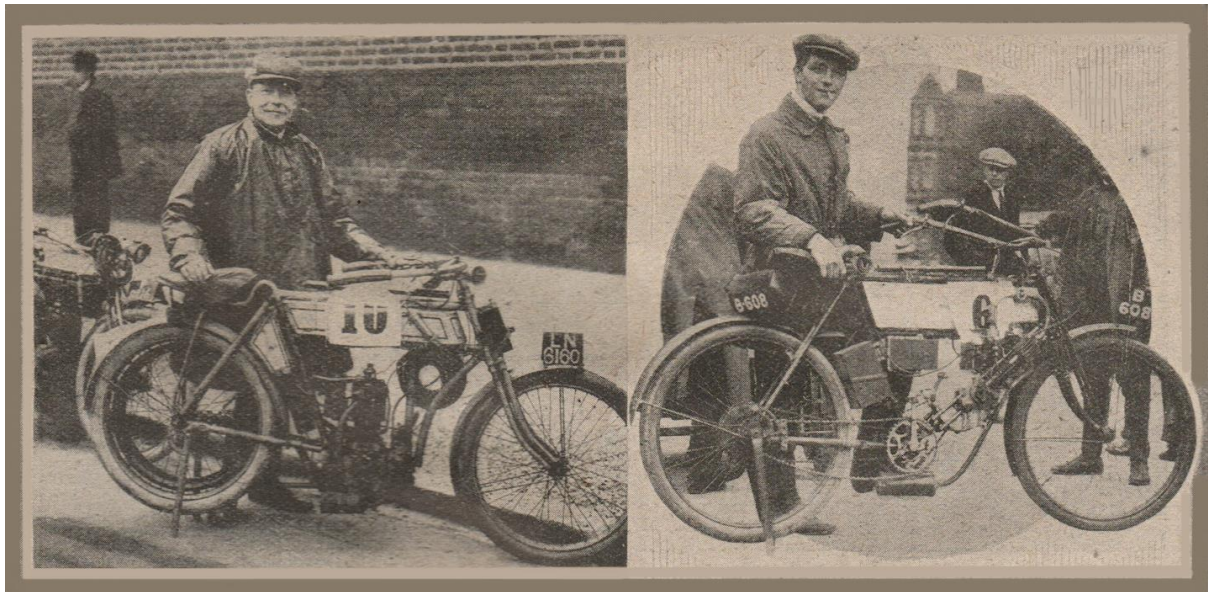
Triumph: "...with top gear in operation, a speed in the neighbourhood of the 'forties' can be attained."

AN ENGINEER NAMED HH WARDLE chipped the iron fins off a Triumph cylinder and cast a finned aluminium sleeve round it. "The cooling effect of the aluminium jacket was so pronounced that, when running along the road, it was easily possible to hold one's hand on the fins. He proved, too, the remarkable economy effected in the use of lubricating oil, one-third the amount formerly used being found sufficient. Compression was maintained indefinitely, the valves and their seatings keeping in good condition and hardly ever requiring attention. Another significant fact was that, when the cylinder was dismantled for the removal of carbon, the deposit was found to be wet as in the case of water-cooled engines and easily removable." Aircraft engines were making good use of aluminium so it seemed motor cycles were about to do likewise. Wardle took out a provisional patent which he offered to one motor cycle manufacturer after another. But they weren't interested; Wardle discovered that a similar patent had been granted back in 1898 so he let his provisional patent lapse—and then the Great war gave him other things to think about (he became a petty officer in the Royal Naval Air Service). And motor cyclists had to wait the best part of half a century for aluminium heads and barrels to become ubiquitous.



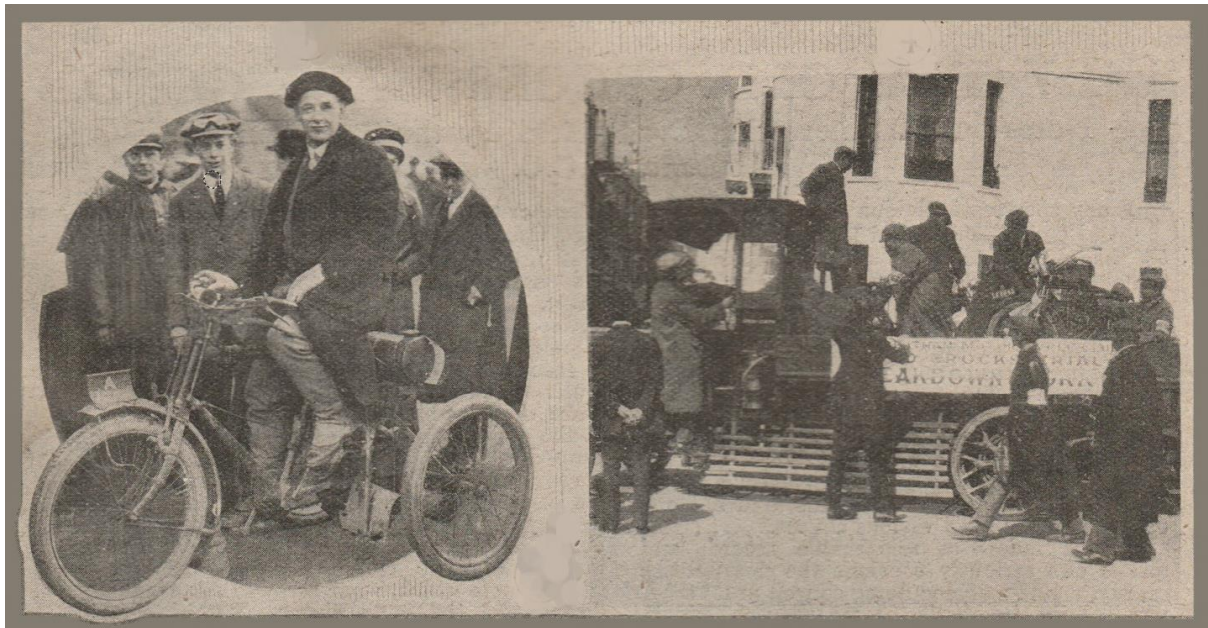
“Almost an aluminium engine. The cylinder of this motor cycle engine has a covering of aluminium including the cooling fins. It is polished to match the crank case.”

MOTOR CYCLES WERE EVOLVING SO rapidly that when the Streatham & DMCC staged a London-Brighton reliability trial for machines at least 10 years old they called it the Old Crocks Trial. The man from *Motor Cycling* was clearly impressed: “If any sporting individual at the start of the Old Crocks Trial had offered to wager that a round dozen of the old machines would return under their own power, the majority of the onlookers, had they been betting men, would have showered their money on the enterprising bookmaker. It seemed absolutely impossible that these resuscitated scrap heaps of old iron could possibly carry their riders even so far as Brighton, let alone back again. It is wonderful to note, therefore, that no fewer than 29 riders gained premier awards, two qualifying for bronze medals, and but one or



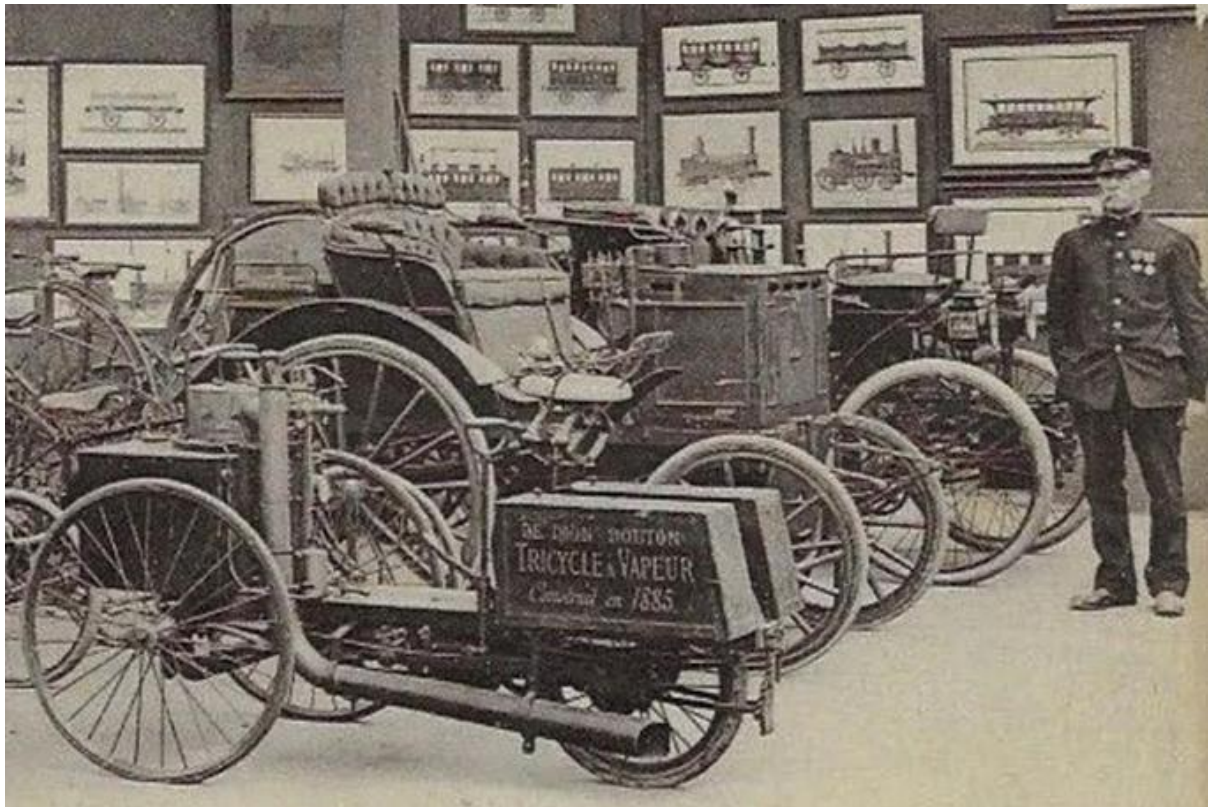
“Mr AG Peppercorn’s 1901 2¾hp Regina. (Right) Mr EV Walters’ 1903 3hp P&M.”

two retiring from various causes. This is indeed a remarkable record, and makes one seriously consider the possibilities of, say, a 1914 machine doing so well in 1924. A particularly interesting machine was WP Tippet’s 3½hp Humber. This chain-driven veteran of 1904 manufacture was provided with a leather-to-metal cone clutch and handle starting; moreover, the engine could be started up first pull every time. Near by at the start of the trial was an up-to-date 120 guinea sidecar outfit. The driver wished to start off. We noticed that he injected the best part of a gill of petrol into each cylinder, and then proceeded to lash out at his kick-starter like an infuriated mule. Eventually, after a dreary crescendo of kicks, during which the driver’s leg disappeared to the eye in the same manner as an aeroplane propeller disappears, his engine started off with a roar. Tippet, alongside, gave one pull up, his engine just chunking over—what progress in 10 years! On several of the Humber machines that were in evidence we noticed a most interesting little clutch fitting. This was a small handle which, when screwed up, gradually disengaged the cone clutch. Within certain limits, therefore, the clutch could be made to perform the purpose of a variable gear. We thought how handy this fitting would be to the modern trials rider who is called upon the crawl at about one mile an hour in the flexibility test. This little attachment could be screwed up so that the clutch was just gripping, but no more. With the engine throttled down to the minimum the machine could be driven at about a centimetre an hour. Turning to the faults, it is rather difficult to place



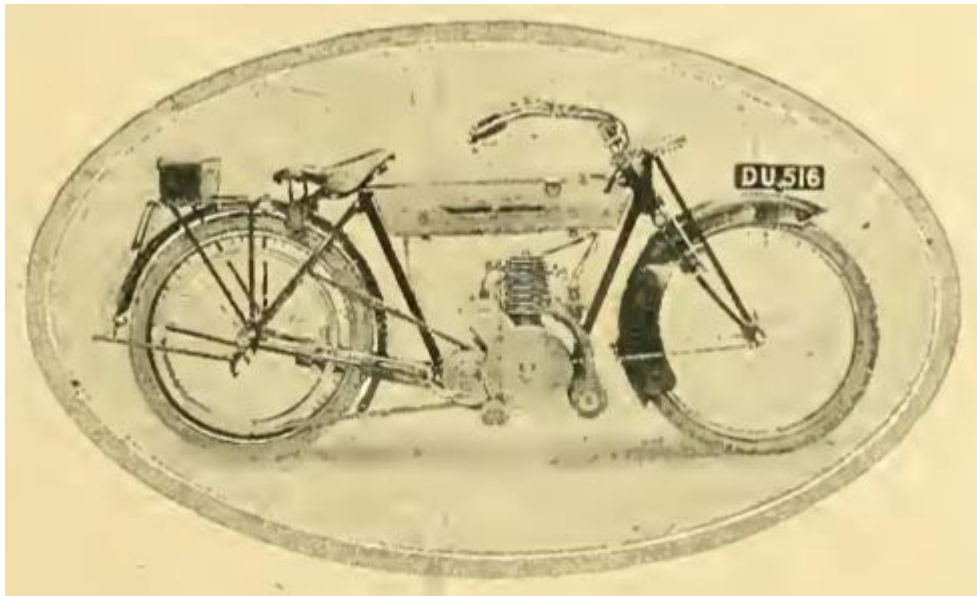
“Mr E Boydell’s 1903 Ariel tricycle. (Right) The arrival of the breakdown lorry at Brighton loaded with two modern machines that had broken down.”

one’s finger on the worst one. The painfully inadequate inlet and exhaust piping is very evident on the 11 year old P&M, driven by Mr EV Walters. In the illustration the thread-like nature of the exhaust pipe can clearly be seen. And this, combined with constricted exhaust pots and unscientific exhaust pipe timing, undoubtedly caused those early machines to attain successfully the heat of a blast furnace. It was also very amusing to note the agonized expressions on the faces of the majority of the drivers when travelling over the bumpy roads. Conversation with the competitors was impossible, but we heard ‘Ohs’ and ‘Ahs’ as they dropped down into specially deep potholes. The terrific vibration prevented the driver of one of the most interesting machines, an 1895 5hp four-cylinder Holden, from starting. This ancient machine, though in actual running order, is provided with solid rubber tyres, and except over dead smooth roads is practically unrideable. Nevertheless, when one surveys these mounts one cannot help smiling when the words ‘finality of design’ are applied to the modern machine, for one realizes that design has to travel a very, very long way yet when one of the 10-year-olds is compared with the 1914 product.”



French enthusiasts also appreciated pioneer vehicles: a ‘retrospective exhibition of transport’ in Lyon featured an 1885 De Dion Bouton steam trike that already looked prehistoric.

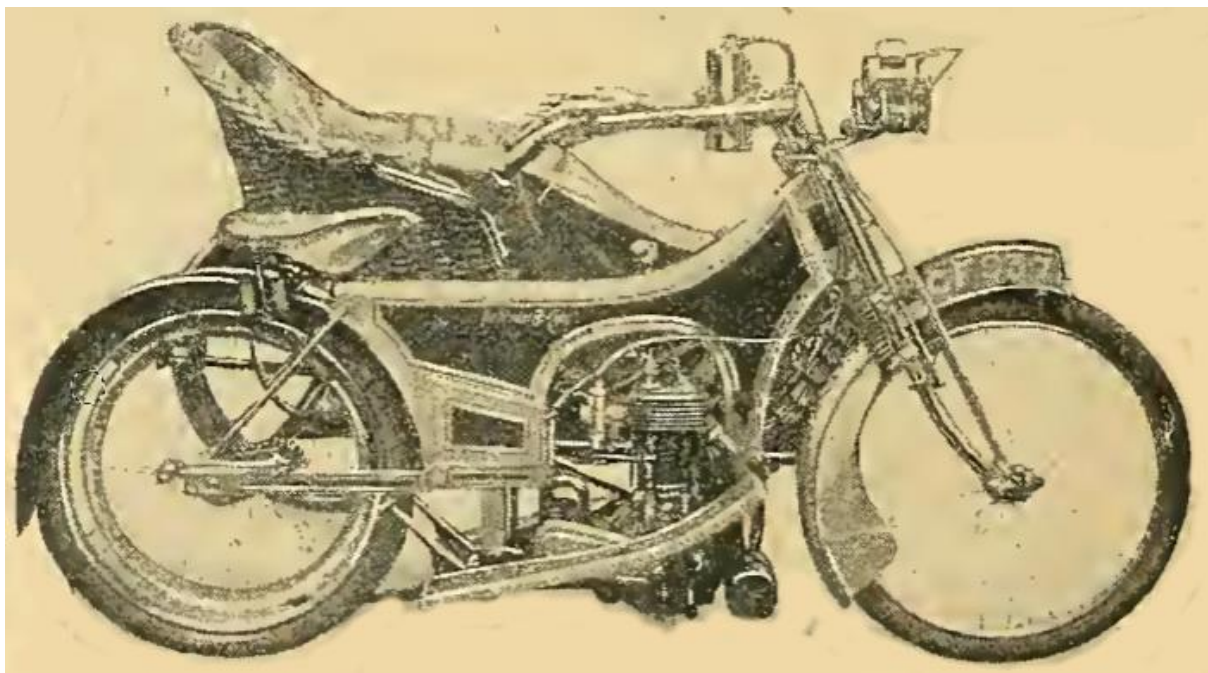
“2,000 MILES ON A CLYNO: [six months ago] one of our staff took delivery of one of the first batch of 2½hp two-stroke Clynos. The machine arrived complete in every detail, with lamp, horn, and Lea reflex rear light. From the very beginning it would run smoothly and well, and the power greatly improved as the moving parts ran in. The machine scales 152lb ready for the road, and it would be hard to find a more controllable machine to handle in traffic. The two-speed gear is simple and silent, and the handle-bar controlled clutch appears capable of being slipped indefinitely, added to which the engine will two-stroke quite slowly. The two-stroke Clyno is-by no means a toy, for it will average 25mph over long distances; the machine in question has climbed all the well-known Cotswold hills which have been attempted, including Rising Sun and Portway hills, with ease, and will restart on the clutch on the worst pitch of Sunrising and at once pick up to a good speed on the grade. The petrol consumption with a



Two-stroke

Clyno: "After about 2,000 miles of hard work the motor is in excellent condition, and shows no signs of undue wear in any part."

Senspray carburetter and No28 jet is approximately 100mpg under fair conditions, and the oil consumption is particularly low. The belt runs over a 6in front pulley, and consequently wear in this part is negligible, added to which, the clutch shield helps to protect the belt from mud and water, and thus prevents slip to a large degree. After about 2,000 miles of hard work the motor is in excellent condition, and shows no signs of undue wear in any part; the running is so smooth that nothing has worked loose, and the machine has proved most satisfactory in every respect. As regards carbonisation, extraordinarily little deposit takes place on the cylinder head or piston, the worst point being the back of the deflector, which can be scraped by removing the transfer port cover and without detaching the cylinder. Like most small two-strokes, however, the under side of the piston carbonises fairly thickly, but this point has very little effect on the running of the engine. The removal of the cylinder is only a matter of a few minutes."



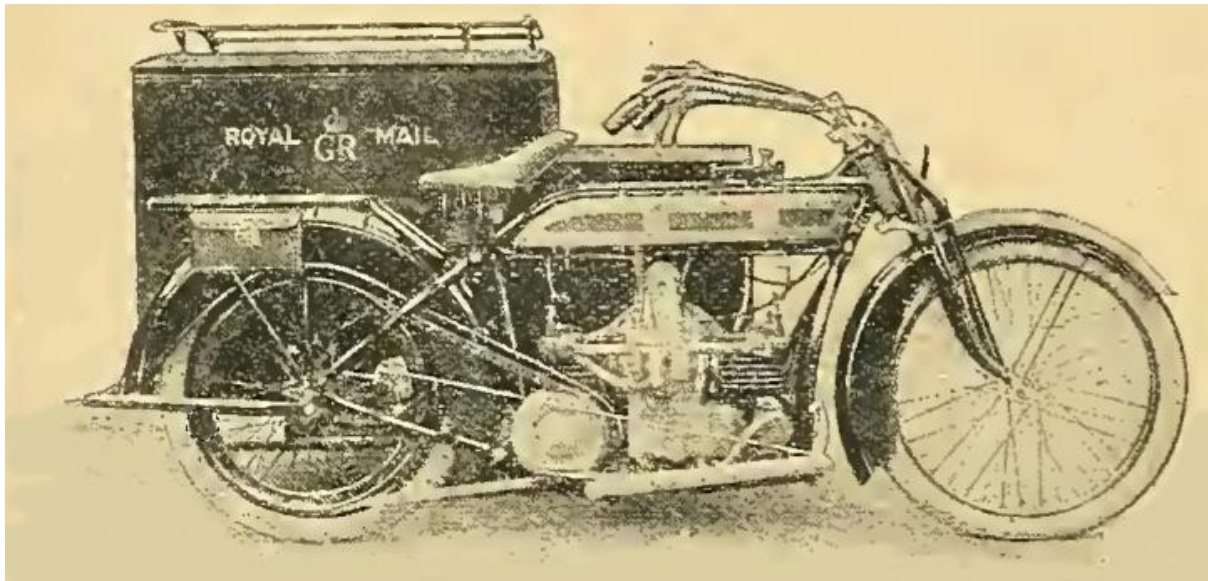
Enthusiast J Henry Newson wrote: "For two years I have used a pressed steel frame. Not only are

all brazing weaknesses eliminated, crystallisation of the tubes practically banished, and weight saved,” but owing to the absence of tubes and lugs, which create inaccessible ci’evices, the machine can be cleaned by merely wiping the flat surfaces with a soft cloth. The machine, of which I enclose a photograph, is built up with a special channel steel girder frame, and, Judging from my immunity from fractures, which are continually occur- ring to tubular patterns, should be, and undoubtedly is, far stronger, of no greater weight, and decidedly neater in appearance.”



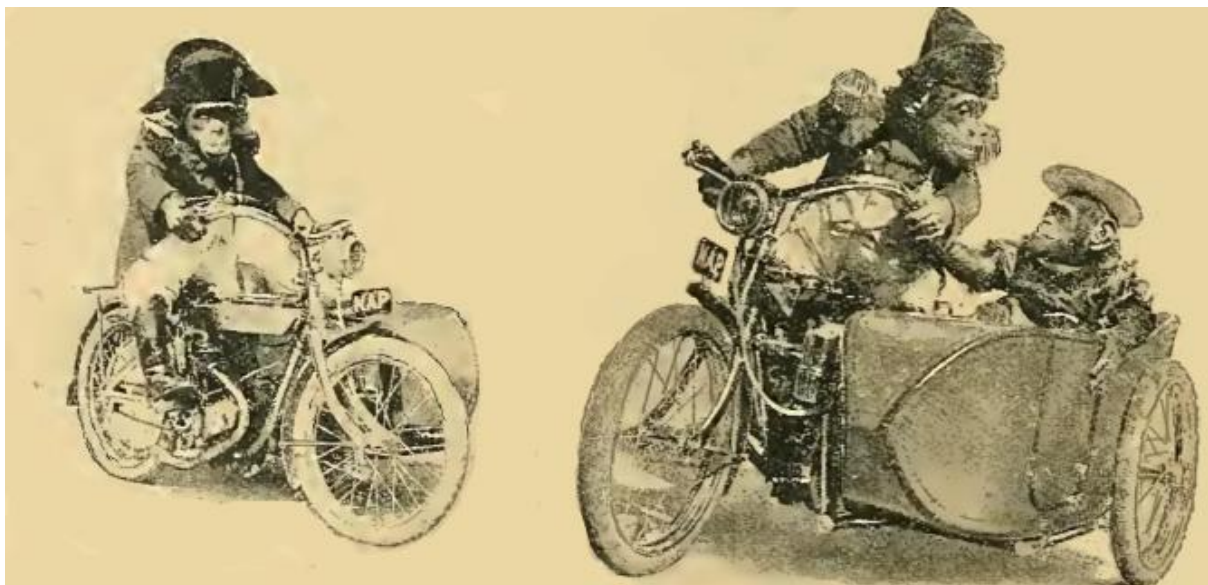
“The AA Scouts in Cheshire and various other districts have now been supplied with Auto Wheel attachments by the AA to enable the to cover a bigger field.”

“THE MOTOR CYCLISTS’ camp at West Howe, near Bournemouth is proving a great success, and it has been suggested that other camps of a similar nature should be formed in other parts of the country. We hear that a rally will shortly take place at this camp with the idea of forming a club for lady motor cyclists with the camp as headquarters.”



The Birmingham GPO speed up deliveries with a batch of 3½hp Douglas combos.

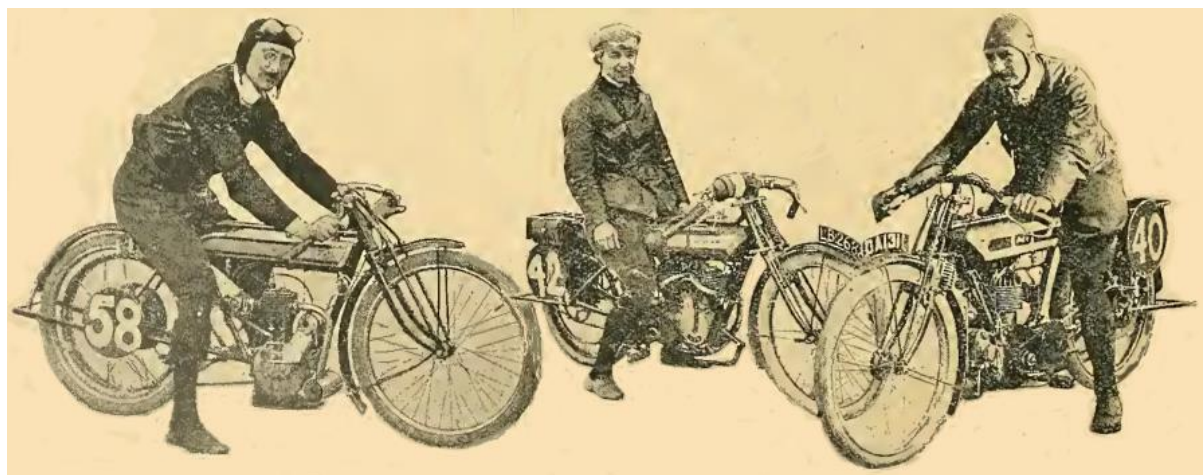
A FEATURE HEADED 'A Wet Afternoon in My Garage' by 'Road Rider' concerned his efforts to rummage through "a large box containing about twenty assorted sparking plugs, the relics of four or five seasons". Hardly noteworthy but this excerpt deserves to be preserved because, well judge it for yourself: "I never learnt so much about plugs in my life. The spark varied from the minus quantity to a wee flicker across the points, and from internal illuminations of the cup-shaped hollow in the plug-end to a huge 'treesome' conflagration resembling a small explosion across the electrodes: 'treesome' is better than "bushy, don't you think? ['Treesome' is certainly good. It reminds us of a certain artless bandar, which danced upon a pine, and was described by Mr Rudyard Kipling as 'a gleesome, fleasome thou'.—Ed.]"



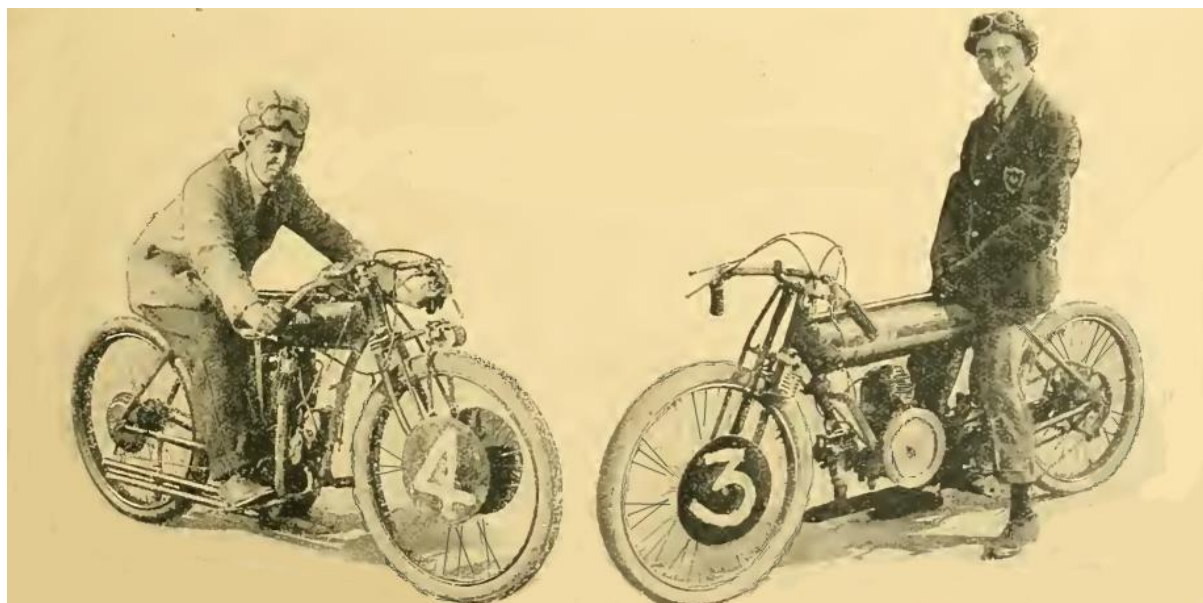
Circus chimp 'Little Nap', billed as 'the Napoleon of the Chimpanzee World' rode a combo. The Blue 'Un explained: "This Liliputian sidecar outfit was made specially by Messrs Hobart Bird & Co. It is propelled by a 1½hp JES engine and 'Little Nap' and his fiancée hope to please music hall audiences with their 'turn-out'."

"IN THE NEAR FUTURE WE OPINE that the use of electric lighting will be considerably extended. This movement has not suddenly come about; it has arrived very gradually... Acetylene lamp

makers must look to their laurels or fall in line with popular demands. We do not suggest by this that the acetylene lamp will be displaced in the near future, Because we realise that the low cost and other advantages possessed by the acetylene lamp must cause it to be some considerable time before it is ousted from public favour. The beauty of electric light, of course, is that there is an entire absence of flicker, and one has an illuminant which can be turned off and on at will without stopping or getting out of the saddle.”



The MCC staged its sixth annual race meeting at Brooklands. Charlie Collier on his Matchless won the Harry Smith gold challenge cup, ahead of B Haddock (AJS) and H le Vack (Motosacoche). Mind you if Wizard O'Donovan's Norton hadn't been slowed by a stretched belt he'd have beaten them all, having recorded a 70mph lap. The invitation club despatch race was won by the Woolwich & Plumstead MCC; not surprising with a team comprising Charlie and Harry Collier and their Matchless team-mate HV Colver. Pictured, from the left, are WA Jacobs (2½hp Singer) who won the first 350cc race; H le Vack (Motosacoche), who won the 560cc race; and B Haddock (2¾hp AJS), who won the second 350cc race.

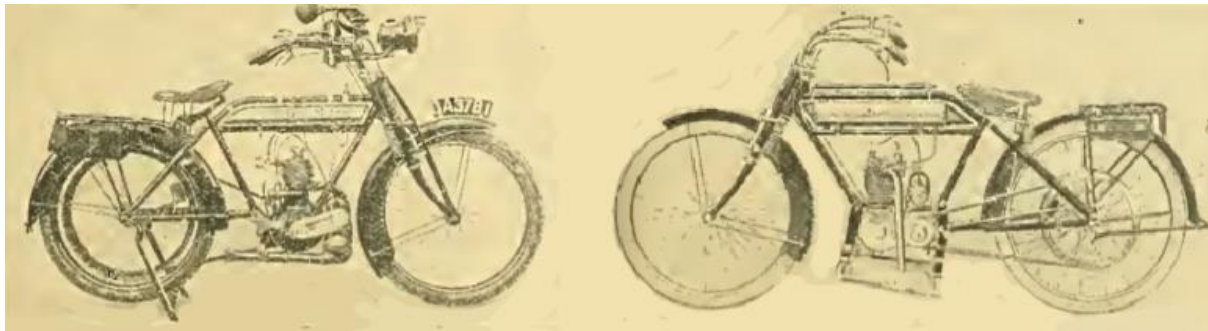


The Oxford and Cambridge University MCCs went head to head at Brooklands. Left, JC Brooke (7hp Indian) won the two-lap race; EH Lee (3½hp ABC) won the first and third races.

RIDERS WORRIED ABOUT overheated air-cooled engines could buy Koolah cooling fins: “A series of aluminium plates of peculiar studded form are connected into a continuous heat

dissipating chain by hooks and springs. The aluminium segments have tongues of the same material riveted to them, and are pressed firmly between the ribs...Three rings are recommended for most engines, but those which have no ribs on the head may fit a fourth."

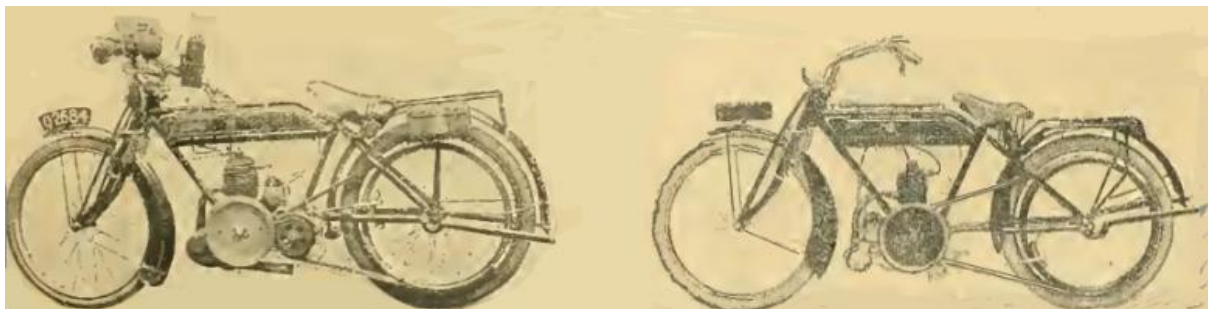
THE MOTOR CYCLE LISTED 55 lightweights under 300cc, 37 of them two-strokes; here's a dozen of them...



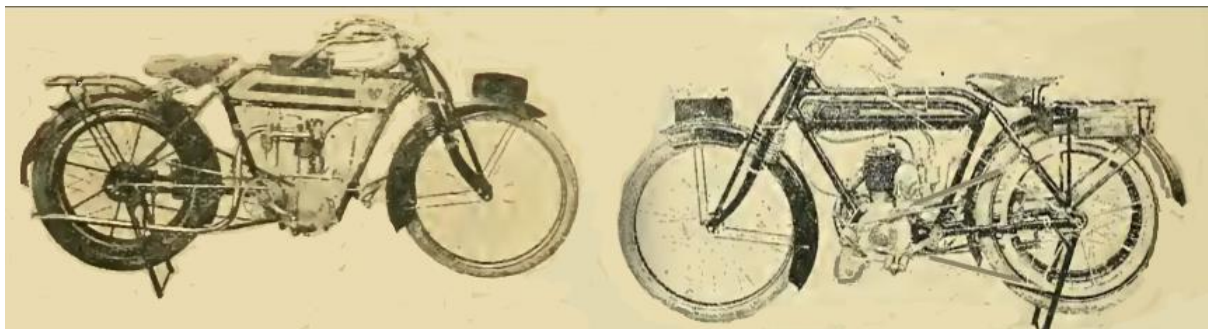
Imperial Metro, 2½hp, 269cc two-stroke; Mead, 2hp, 170cc four-stroke.



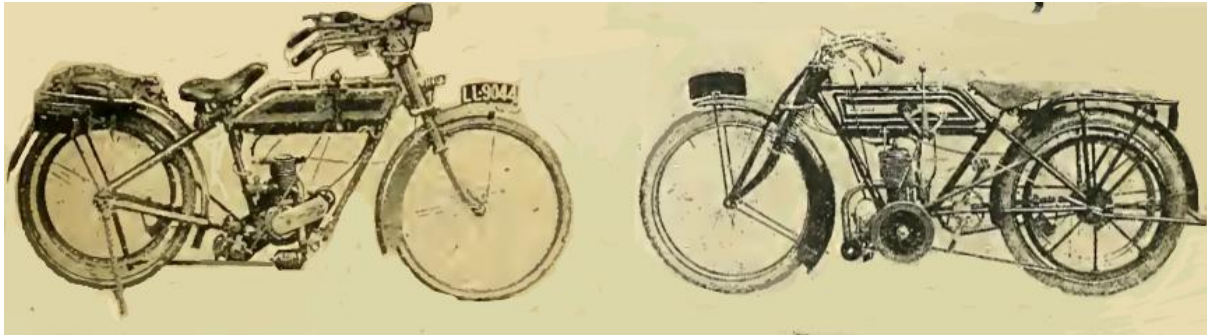
Regal-Peco, 2¾hp, 349cc two-stroke; Pacer, 1hp, 116cc JES four-stroke.



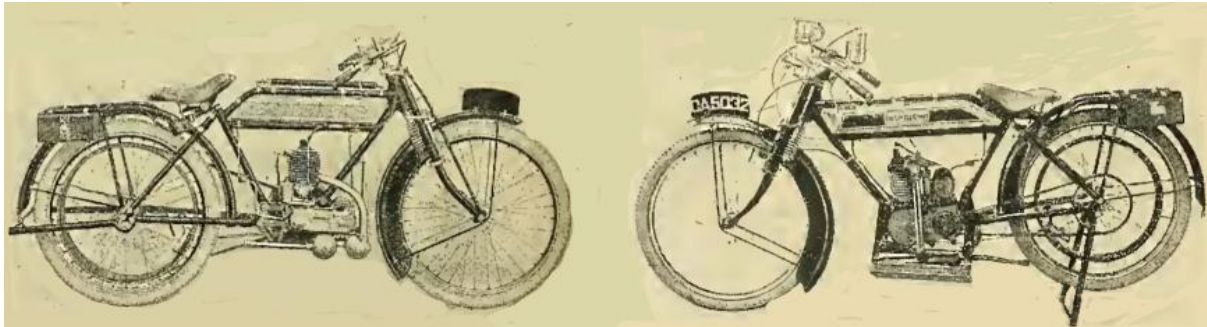
Wizard, 2½hp, 269cc two-stroke; Roulette, 2½hp, 269cc two-stroke.



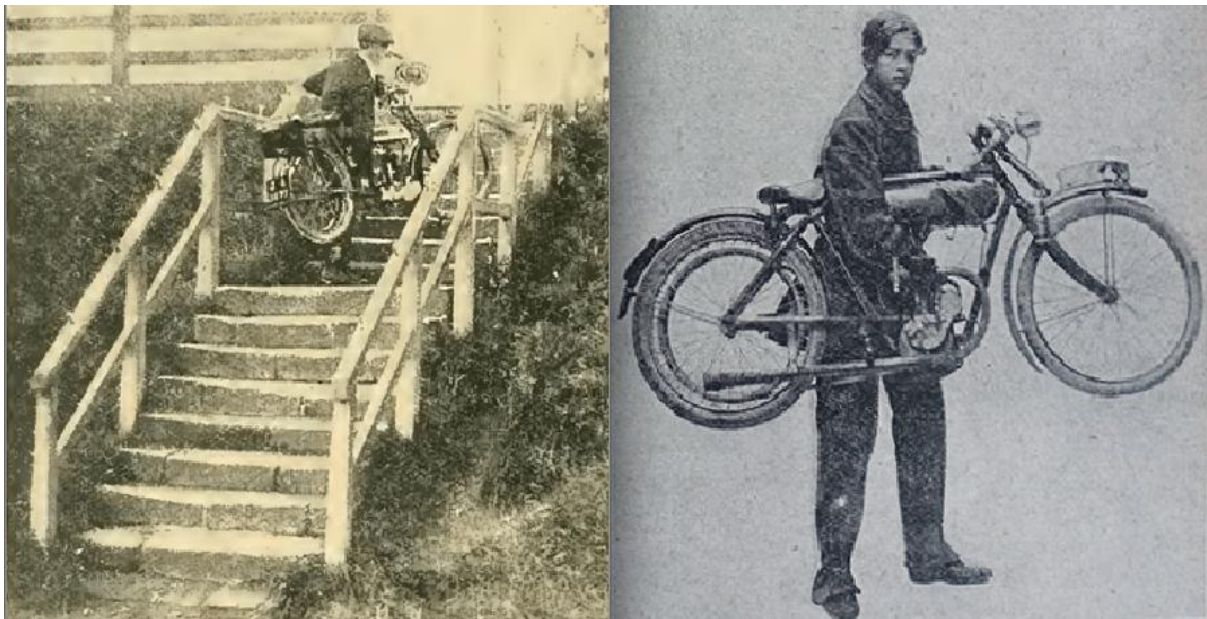
Alp, 2hp, 257cc IOE four-stroke; Calcott, 292cc four-stroke.



Dayton, 1½hp, 162cc, two-stroke; Fairfield, 2½hp, 270cc, two-stroke.



Gerrard, 2½hp, 269cc Villiers two-stroke; Little Giant, 2hp, 170cc Precision unit-construction four stroke.

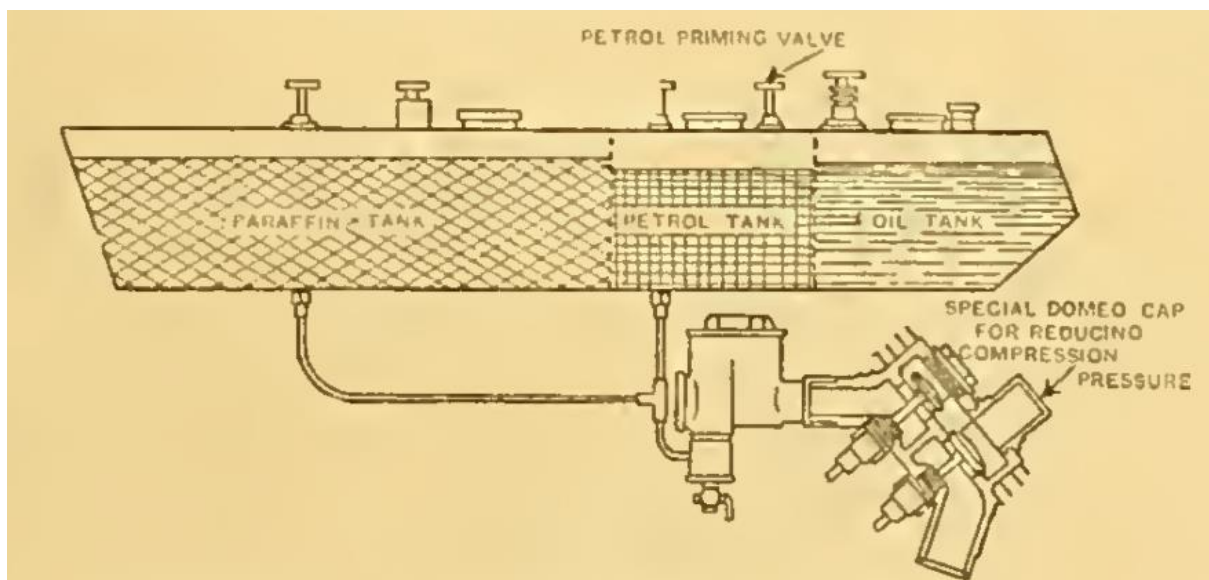


“The above photograph amply demonstrates the ease with which a lightweight may be carried up or down steps and through twisty passages—a distinct advantage to those whose residences may be awkwardly situated from a motor cyclists’ point of view. (Right) A real miniature motor cycle—a four-year-old 296cc Alcyon owned by Graham Dawson of East Finchley. The machine, which is fitted with 24in wheels, is capable of a speed of nearly 50mph.”

“SIGNS ARE NOT WANTING that the system of lubrication which has come to be known as ‘petroil’ is going out of favour. It would appear that the chief objection to the ‘petroil’ system of lubrication is the messy condition in which it leaves the carburetter, both interior and exterior, petrol pipe, and, in fact, everything with which the mixture comes into contact...But almost the same condition of affairs, it is found, applies to the interior of the engine, for carbon deposits

form quickly—quicker even than with a four-stroke—and render the inside of the piston, the piston ring slots, and the ports partly clogged...There is also some difficulty with the mixture after a machine has been standing on a cold day, for should the oil used be only slightly too heavy, it settles on the bottom of the tank and forms one homogeneous lump which can and does cause erratic running for a time. A throttle controlled lubricator is surely ideal and perfectly automatic. It relieves the rider of all lubrication worries. From these considerations alone, it is to be hoped that some discovery may be made that will overcome the objections outlined.”

“MESSRS PHELON & MOORE have just introduced a simple system for allowing their engine to be run on paraffin...As soon as the engine is properly warmed the paraffin tap is opened and the petrol tap closed, while a specially domed cap for reducing the compression when running on paraffin is fitted over the exhaust valve...P&M are considering the desirability of fitting it to all machines sent to tropical countries. In view of the great difference in price of the two fuels, the device is of general interest to all motor cyclists both at home and abroad.”



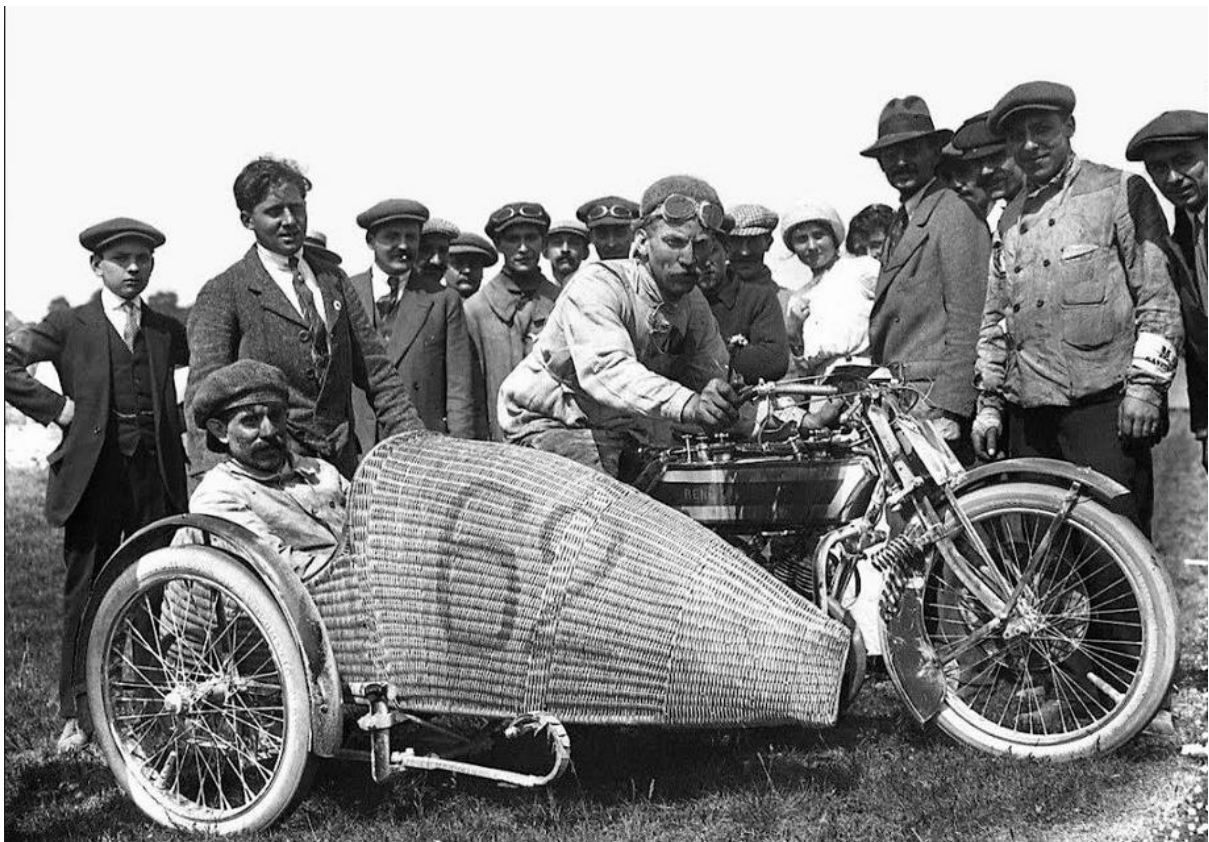
P&M’s dual-fuel tank was designed to cut the cost of motor cycling.

“THE EXTRAORDINARY popularity of motor cycle racing in Italy is exemplified by the holding, nearly every week, of an important road race. This invariably attracts large entries, and a considerable percentage of the competing machines are British. This has given a considerable fillip to English trade, and already proof has been afforded us by several manufacturers that considerable orders are coming in from Italy.”

“IS THERE ANY SOUND accident insurance company which issues accident policies in respect of motor cars and motor cycles to owners and riders above the ages respectively 60 and 55? I ask this question because I find that the Motor Union Insurance Co absolutely refuses to issue such policies to drivers of motor cars above the age of 60 and of motor cycles above the age of 55! No difficulty is made about issuing such policies to a motor cyclist age 16, who knows absolutely nothing about his or her machine, who has never ridden one before, and whose chances of coming to grief are very obvious, while the experienced, careful man or woman is absolutely declined solely because he or she is ‘over age’. A greater absurdity can hardly be imagined. I suppose one’s chance of being run into by a road hog, or novice, increases with one’s own age.—MEDICUS.”



Dan Bradbury and his 3½hp won four classes in the Sheffield & Hallamshire MCC speed trials: his third consecutive victory.



Wickerwork was clearly in fashion on both sides of the Channel. Pictured at the Grand Prix de France near Fontainbleu, the basket is attached to a Rene Gillet piloted by M Meuriot.

IXION OBSERVED: "The 'Nut' and His Hooter: The latest nuttiness consists of scrapping the usual half-guinea hooter, and buying in its place a stumpy little cyclorn at about eighteenpence, which is secured to the centre of the handle-bar by a few lappings of insulating tape. The unaccustomed impertinent treble squeak of the tiny hooter is a fine road clearer at the moment, because people are unfamiliar with it, and wonder what is coming. Its efficiency will probably decrease as soon as a few hundred imitators have copied the practice."

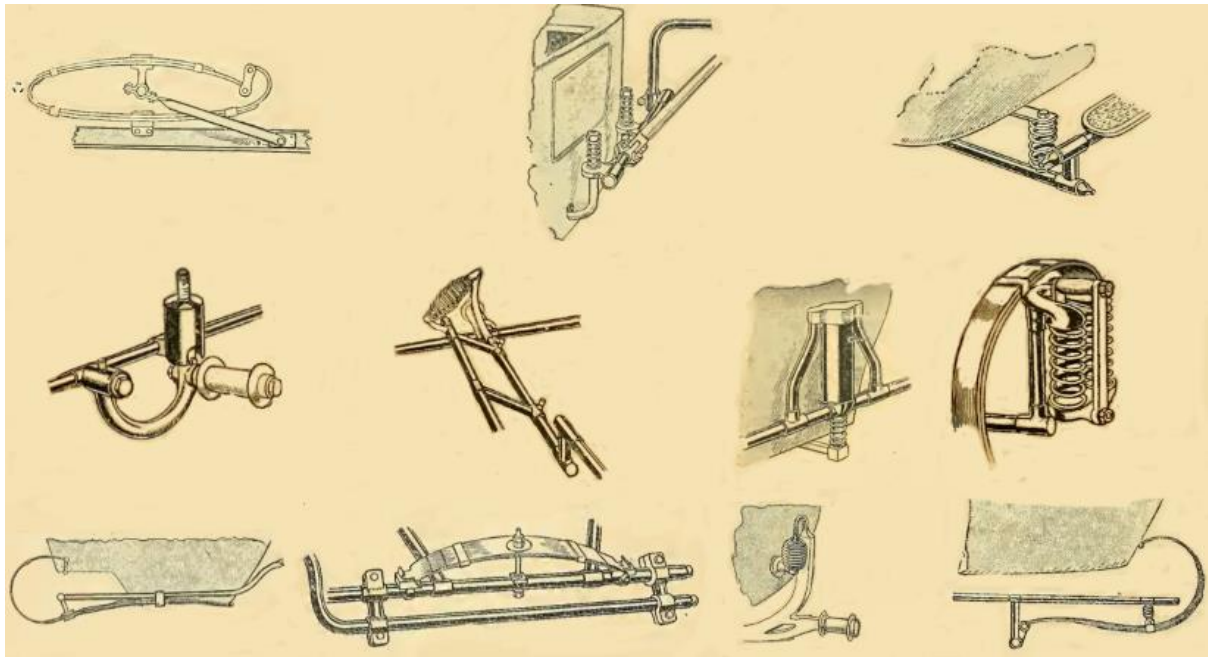
I HAVE LATELY BEEN sampling two or three 750-1,000cc mounts," Ixion reported, "and I have specially fallen in love with a 5-6hp Ariel which I have had the temerity to ride solo. The makers say that it weighs 280lb only, but it seems as lumberesome to handle as the 7hp Indian, which scales 3cwt with the lighting outfit. This is its sole drawback. I pant and perspire as I wheel it out of its shed, but when I get it on the road it is a perfect dream. It starts as easily as my wee Douglas, its gears snick home like a knife separating a butter-pat, its brakes combine the grip of Samson with the velvetiness of Delilah, its acceleration is terrific, and its top gear suffices for all main road hills. Still, these are not the features which have specially won my heart. It knocks the ordinary 3½hp mount silly at moderate touring speeds. At 20mph, for instance, the machine is dead silent and literally vibrationless. You cannot hear the engine exhaust or valves; the big tyres, spring forks, sprung saddle holder, and great weight absolutely damp out all the inequalities of the road surface, and make it more comfortable and steady over indifferent roads than any £500 car, and there is not the most minute semblance of engine convulsion. The driver drifts along as if he were wafted on a cloud, travelling a few inches above the road surface. It is the last luxury in locomotion. If the throttle is opened up to 30 or 35mph you just grow conscious that the road contains pot-holes and that you are sitting over an engine which is discharging burnt gases astern as unostentatiously as possible, but that is all. These merits are, of course, shared with other machines of equal class; the latest MAG-engined Matchless is a worthy mate for an Ariel, for instance. But as I know the Ariel best I use it for a text. No 3½hp machine that I have ridden even distantly approaches the smooth mastery of this big twin, and it is folly to pretend that the 3½hp is perfect until it at least faintly mirrors this supreme comfort. Descending to lighter machines, the inherent inferiorities of the type are manifest—100lb, and even 200lb, have manifest merits in comparison with 300lb; they are easier to wheel about, cheaper to buy, cheaper to run; but they cannot combine this tremendous substantiality with perfect silkiness of running and profound mastery of their work. If I were engaged in the design and manufacture of baby two-strokes I would drive a 7hp 10,000 miles per annum, so that my ideals might not sink too low.



”The Winning Smile’. Mrs Mary Riley

is the first lady motor cyclist to make the ascent to the top of Honister Pass from Buttermere. Only once did the passenger, who rode mostly on the tool box, feel any misgivings. This was on the rocky 1 in 3½ section of Hill Step...There the spinning driving wheel failed for a moment to find a grip; a crosswise skid almost flung the machine over into the torrent-filled gorge on the right. It was altogether an astonishing performance, but one which few’ lady riders should emulate. Mrs Riley and her 6hp Enfield are a strong combination, a fact which recent competitions have accentuated.”

“OVER ONE-THIRD of the machines one sees on the road are fitted with sidecars, whilst the many models especially designed for this purpose exhibited at Olympia were very notable. One of the most singular points in connection with motor cycles and sidecars is the extremely unequal distribution of comfort between the two people concerned...there are many who hold that a really well-sprung sidecar is far more comfortable than the best seat on the finest-motor car...It is rather singular, however, that, for all the years that have been devoted to its development, the properly sprung motor cycle, such as the Indian, PV, Bat, Edmund, TMC, and NSU, is still as much an exception to the general rule as ever it was. Motor cyclists must, therefore, be regarded as a hardy race, who look upon nearly all the other qualities which their machines possess as being superior in importance to mere personal comfort...The most common and generally most satisfactory form of [sidecar] spring adopted is that in which both the front and rear portion of the car are supported at each side on the ends of long, curved leaf springs, in which generally about three or four laminae are used.” However, there were plenty of alternative systems...



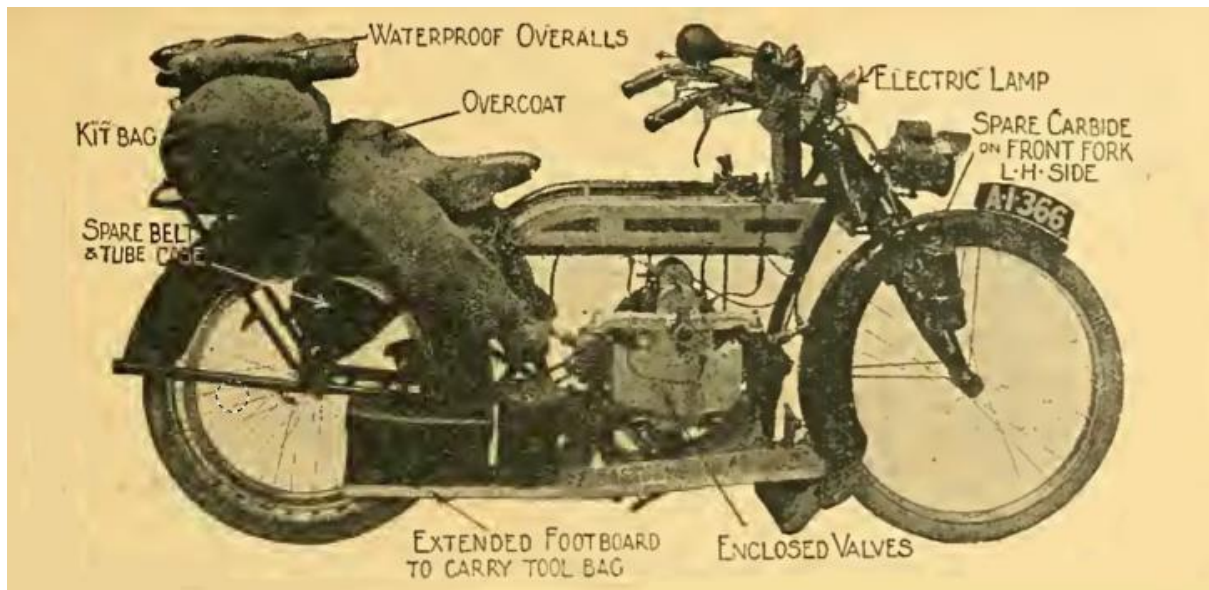
Variations on a sidecar suspension theme: Bramble, Bramble, Calthorpe, Gloria, VAL, Sydenham, Rex Sidette, P&M, Montgomery, Swan and Watsonian.

“THE DESIGN OF MILITARY motor cycles: In order to be passed by the military authorities, the machine must conform to various regulations. The engine must be a single-cylinder of about 500cc with dimensions of not less than 84x84mm. A certain number of horizontal twin-cylinder machines of less capacity will, however, be accepted. All types of machines are not, however, equally suitable. Let us first consider the conditions under which the machine will be used. It has to be ridden under all sorts of weather conditions and stand unprotected from the elements at night. It has to be ridden over any kind of road, good, bad, indifferent, level, and hilly, over farm roads that consist principally of ruts and loose stones, and, when passing troops on the march, as often as not in the ditch. When delivering messages at night it has to be ridden over the fields where the troops may bivouac. On the open road high speed is essential, as there is no speed limit when carrying despatches; on the other hand, when marching with a column, slow speed is a sine qua non, and the cycle should then be capable of being driven comfortably at not more than four or five miles an hour, otherwise one has to get off and push. No doubt on the score of reliability, which is the very first essential, the Army regulations would appear to encourage a heavy, powerful machine, but, provided reliability can be ensured, the lightest machine that will do the work should be used.



"A 3 $\frac{3}{4}$ hp Scott to which is fitted a quick firing gun made by the Coventry Ordnance Works and weighing 16lb."

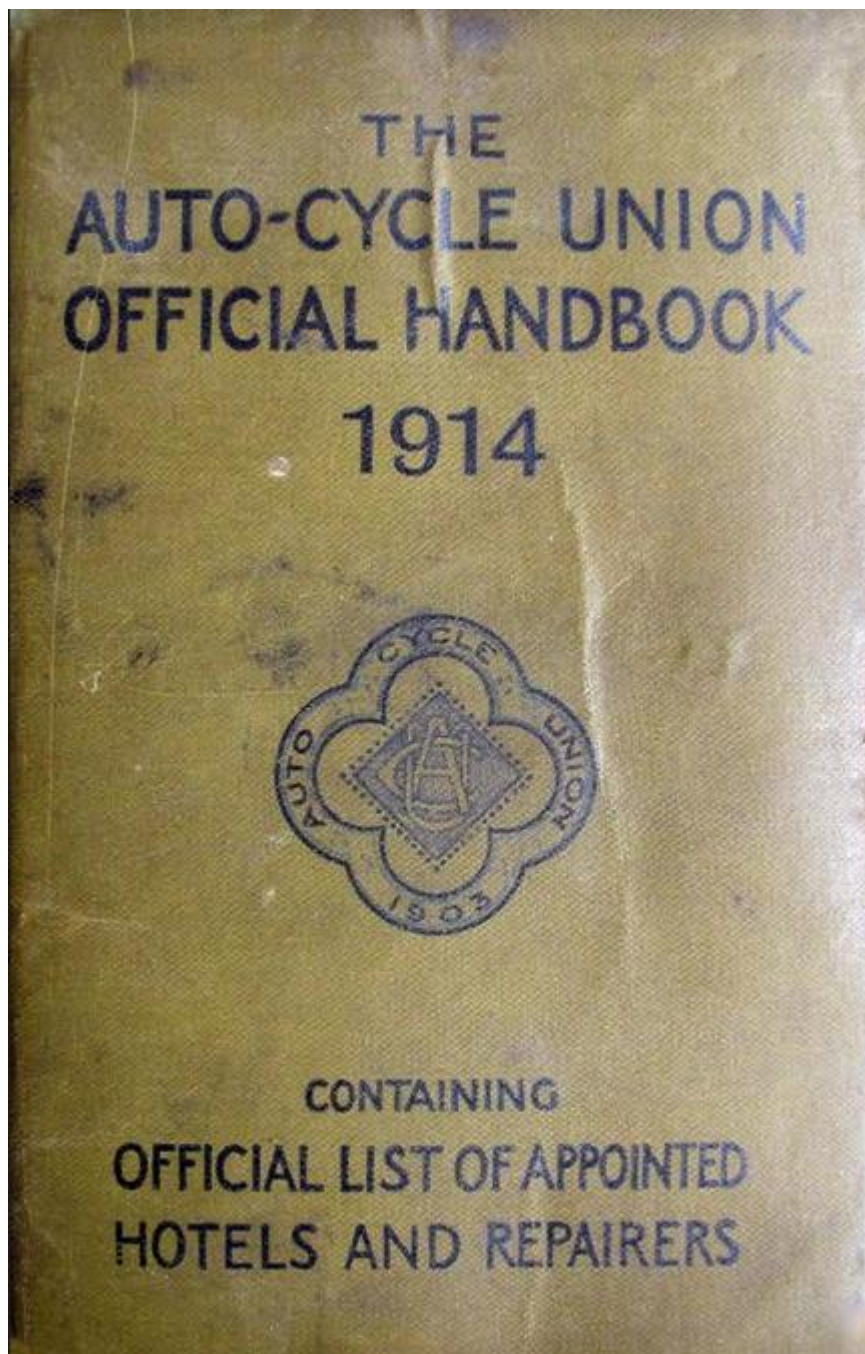
o the work should be used. With a lightweight a three-speed or multiple gear is a great advantage; it not only allows of a high speed on the level, but...is further a great help for slow riding in the column, and for this purpose a good clutch that can be continually slipped, but which will take up the drive again directly it is let in is required...As the machine is continually exposed to the wet it should be of the 'all black' type or else suitably enamelled all over, or as far as possible all the bright work covered...Mud guarding should be as effective as possible, not only to reduce unnecessary cleaning, but also to protect the rider. The engine and the transmission gear should be totally enclosed, and the magneto should be in a position where it is well protected. There is no reason why on the majority of engines the valve stems and springs should not be enclosed as they are on a motor car engine...From the point of view of protection the all-chain drive running in an oil bath, yet readily accessible, is no doubt the best...An electric lamp fitted with a dry battery of the flash lamp type, such as can be bought in any town, is a very handy thing to have fitted. It can be used as a head lamp in case of the acetylene lamp failing, and can readily be taken off the machine to find one's way on foot about a camp at night. A large petrol tank should be fitted and replenished at every opportunity, as there are occasions when one finds oneself running short of petrol in a village where it cannot be procured and the road to the nearest supply is held by the enemy...Good heavy non-skid covers should be used to prevent side slip and to minimise the risk of punctures. To deal rapidly with punctures detachable wheels would be a great assistance, and no doubt if the Military Authorities built or designed machines for their own use standardised detachable wheels, which could be used either as a front or back wheel, would be specified. A spare wheel complete would be carried in the transport, and would fit any of the machines. To sum up, a military cycle should be as light as possible, consistent with reliability, speed, and flexibility, should be mud and weatherproof, silent, and with good petrol and baggage-carrying capacity...there is no doubt that the most suitable machine is one fitted with a twin engine rather than a single; it is certainly more silent, and flexible, and has the advantage that one can on occasion get home on one cylinder."



"A Douglas machine equipped for military work."

"OWING TO THE regrettable commencement of hostilities on the Continent, which threaten to involve a great part of Europe in war, the FICM trials, which were to have taken place with Grenoble as centre, have been postponed."

THE MOTOR CYCLE SHOWED LITTLE SIGN of Entente Cordiale in its preview of the 1914 International Six Days Trial: "Thanks to the supineness of the Union Motocycliste de France, we are still unable to give anything like a complete list of entries...all that has been sent to us by the French governing body is a list of manufacturers and private owners who have entered. No mention is made of the machines, and the list is certainly not complete, as many names of drivers are missing...Owing to the French body having kept the ACU in ignorance of the names of the English entrants up to the eleventh hour, the latter institution will find it difficult to make satisfactory travelling arrangements... Teams from Germany and Switzerland, and, of course, France, will lend an international air to the competition. In all, over sixty entries are expected." These included 21 Brits with the national team comprising Charlie CR Collier (Matchless combo), Tommy de la Hay (Sunbeam) and Bill Newsome (Triumph). "Entries close at double fees on July 25th. The machines will be examined and sealed on Sunday, August 2nd, at L'Ancien Arsenal, Avenue Felix Viallet, Grenoble." The Jerries didn't show up which was understandable as war was declared on 28 July.



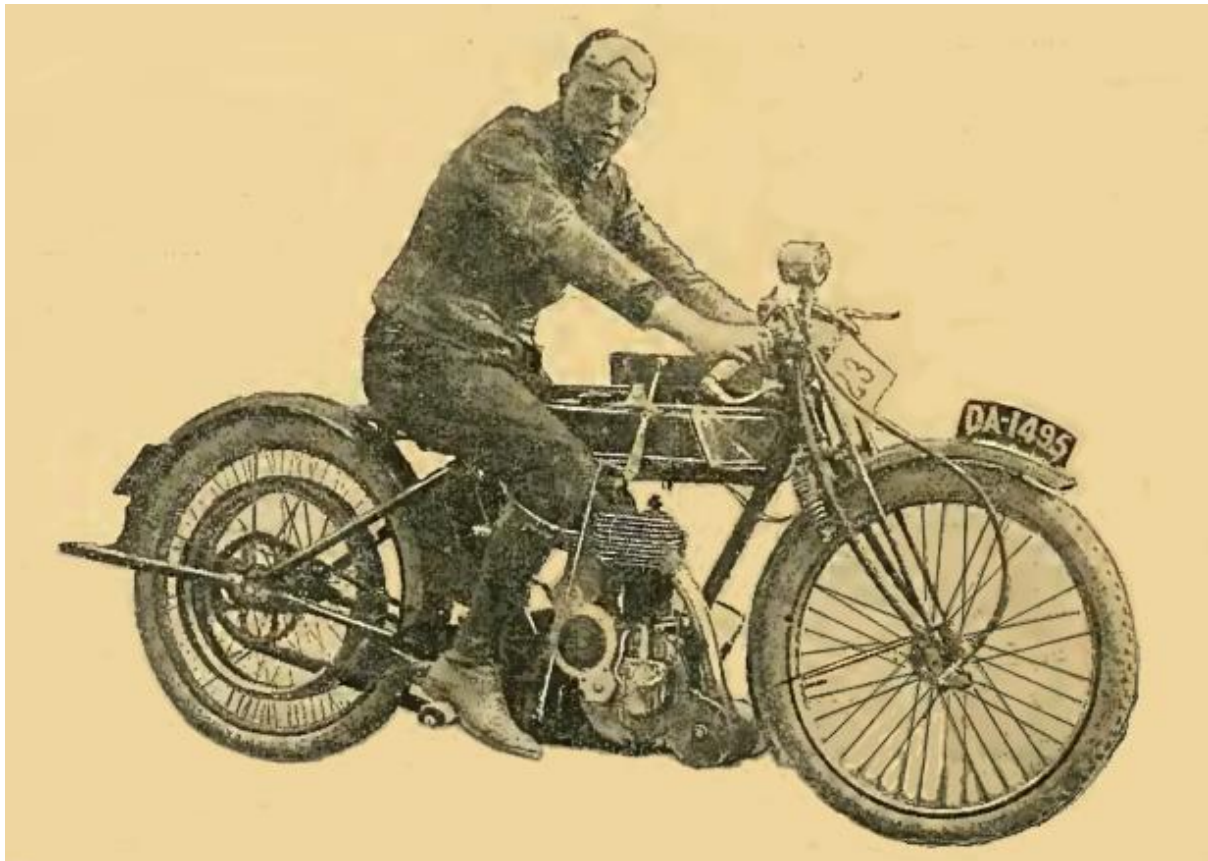
The Blue 'Un was far from impressed by the ACU's French counterpart.

"THE REPRESENTATIVES OF *The Motor Cycle* who went over to France last week in connection with the International Six Days Trial had a most interesting if not exciting trip. A start was made from Havre last Thursday morning in company with Mr and Mrs Loughborough and Rev EP Greenhill. Three competitors, in WB Little (Premier), Frank May (AJS), and J Greenwood (Connaught), followed the pilot car, which contained five persons. At that time the situation had not assumed the seriousness it now has, and none imagined that the trial would be postponed. Near Gien on the second day, HFS Morgan, who had started the day previously, was met returning, he having been troubled with a main bearing bush on his engine. The car and the two motor cyclists managed to lose one another, but all arrived at Grenoble safely last Saturday evening and learned with the greatest concern that a general mobilisation of the French Army had been ordered an hour previously, that the trial was abandoned, that petrol had been

commandeered by the French Government, and that foreigners must quit within 24 hours. Here was a serious state of affairs! The car party at once decided to return at the earliest possible moment. There were no trains available, and on Sunday morning the British Consulate was visited. Here we found a number of other competitors and their passengers making enquiries as to the best course. All were advised to leave as quickly as possible, and the British Consul gave it as his opinion that essence would be obtainable in the villages. This news led Pressland (Crouch Carette) and W Chater Lea (Chater-Lea) and their passengers to discuss a return via the Galibier Pass in order to enjoy some of the gorgeous scenery of the French Alps. What became of them we do not know. Finn and his passenger with the Enfield sidecar had managed to lay in a store of petrol and intended returning by road. RA Bishop with the, 8hp Enfield sidecar which Greaves drove in the English Six Days Trial seemed undecided what to do, though he had journeyed down by train. Little and Greenwood elected to return by the route they had traversed. By dint of diligent enquiries a source of petrol supply was privately forthcoming, and our party therefore took on board some fourteen bidons [cans]. There was naturally great excitement in Grenoble, and a military air on all sides. Only a few trains were running to certain restricted spots, and weeping women and children bidding good-bye to their menfolk made matters look ominously black. A start was made on Sunday morning on the 500-mile trip to Havre, the party having decided not to lose a moment. Railway crossings, of which there are a large number in France, as well as the bridges, were guarded by gendarmes, and the car was pulled up on many occasions and the occupants interrogated as to their nationality and as to the nature of the baggage, the presence of explosives being feared. We had taken the precaution to display the emblems of the *Entente Cordiale* on the car and many times they were recognised and enthusiastically cheered. The increased vigilance of the authorities, however, impressed upon the party the extremely serious nature of their position, and the probability of being cut off in France should the Channel service be stopped, which it was anticipated would be the case. At Decize, where the party dined, it was resolved to continue throughout the night by changing drivers and relying upon the Michelin Guide and Baedeker for the route. Splendid progress was made, and, curious to relate, during the night only once was the party challenged by a sentry. As dawn broke cart loads of reservists from the country were encountered on their way to the mobilising centres, and 24 hours after the start the distance recorded was 415 miles. But our petrol supply was now becoming exhausted, and many times our requests for replenishments were met with a shake of the head. At Dreux, however, our luck was in, and once again we laid in a good store. How thankful we were that the French roads were so straight! Speed was quickened as daylight improved, but now another trouble threatened the party, which, of course, was absolutely reliant upon the car to see them safely through. It was feared that the ferry across the Loire at Quillebeuf would be suspended, which fear was later discovered to be a well timed one, and the route consequently changed to the longer stage via Evreux and Rouen. Occasionally we were able to pick up scraps of war news, but the alarmist reports were in the main proved later to be unfounded, but they served to increase our determination to go through to Havre to avoid risk. The sentries were not so much in evidence as the frontier was left behind, but the military preparations were by no means relaxed. Havre came in sight at last after 27 hours' continuous running. It was generally believed that Wednesday night's boat would be the last across for some time, and, consequently, we fear that the remainder of the British party may be subjected to great inconvenience, as nothing had been heard of them when we left Havre. The boat on which the writer sailed was stopped in the Channel on Wednesday morning while a torpedo Boat encircled her; a pilot was taken aboard off Southsea to navigate the boat by a roundabout route (it was said and believed to avoid the mines), and after many delays in

the Customs at Southampton, the train due at Waterloo at 9am got there at 3pm, and there was not a single traveller who was not heartily glad to set foot on English soil again.”

MAURICE GREENWOOD, WHO WAS one of the English party which went to Grenoble for the abandoned FICM Six Days Trials, has got back safely and sent us his experiences. Their machines were commandeered by the French military authorities at Lyons, and eventually, through the good offices of the British Consul, the party escaped from Lyons to Paris in a troop train, which averaged 10mph to Paris. Thence it was an easier matter to reach the shores of England. W. Chater-Lea and his wife and C Pressland, the two cycle car drivers, are still unaccounted for, and they must still be in France.



Tommy De La Hay, pictured on his Senior TT Sunbeam, would have ridden for Britain in the ISDT with Charlie Collier (Matchless combo) and WF Newsome (Triumph).

“WAR! AT THE MOMENT of writing it appears that motor cyclists may soon find opportunities to show that their favourite sport is more than a healthy and instructive hobby. They may be called upon in large numbers to put their knowledge, machines, and even lives at the disposal of the country. The equipment which has provided many a day’s sport and many an evening’s discussion will be at the free disposal of fellow countrymen. Let us trust that we shall be found useful if our services are required. The lives which many of us have often risked for sport and commerce in the past will be more readily offered in a sterner cause.”

“OLYMPIA IS AT present being used for the incarceration of German aliens.”



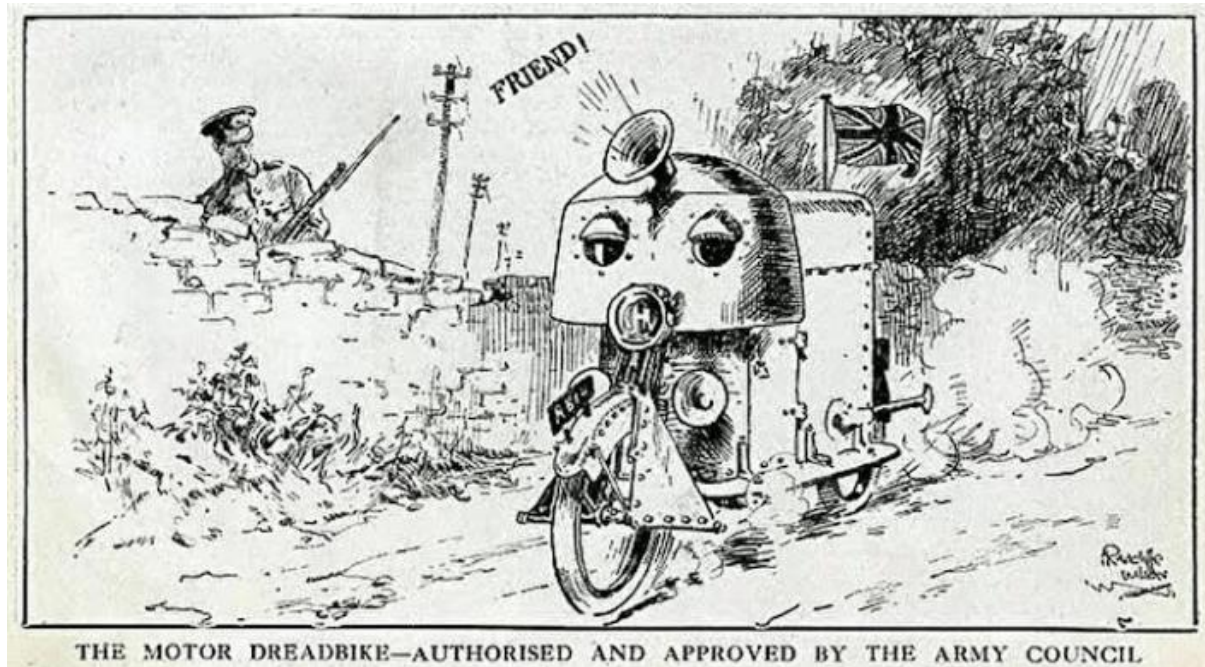
“HOW TO ACT: *The Motor Cycle* has entered into communication with the War Office with a view to furnishing the names and addresses of motor cyclists willing to serve as required. The War Office have gladly accepted such assistance, and if any readers are prepared to place themselves and their machines, or only the latter, at the disposal of the military authorities we shall be only too glad to forward any names sent in to us to the War Office. Readers desirous of helping should write us, on one side of the paper only, clearly stating their full names, addresses, and ages, also the horsepower, make, and date of manufacture of their machines, and whether they are prepared to give their services, or only those of the machines. The Auto Cycle Union also call the attention of motor cyclists to the fact that any riders desirous of joining either for home defence or with an expeditionary force may obtain particulars of service from the nearest recruiting station. On going to press we learn that the War Office are prepared to take twenty motor cyclists for special service. Preference will be given to those who know French and other foreign languages.”



“Armed Irish motor cyclists ready to defend their country. It will be noticed that the Irish volunteers carry rifles.”

“THE MOTOR CYCLE IN WARFARE: Motor cyclist despatch riders are to play an important part in the present war...the value of motor cyclist despatch riders in the event of railway lines, telephones, and all other means of communication being out of action cannot be overestimated...the military motor cyclist having time and again proved his worth in no uncertain fashion, the Government has gone on multiplying the numbers and extending their uses in various directions, notably in the flying corps and transport service. All this is a feather in the cap of motor cyclists, manufacturers, and all others directly connected with them, as the success of motor cycles in warfare is simply and solely due to their present-day reliability. But the fact of motor cyclists being attached to the Army is not the only pleasing feature in this crisis; indeed, we know of nothing more encouraging than the patriotic response of motor cyclists to the call of their country. Hardly had the order for the general mobilisation of the Army been issued and the request for motor cyclist volunteers made than every vacancy was filled and thousands have since been refused. The appeal by *The Motor Cycle* in the last issue for volunteers met with a most encouraging response. Each day scores of replies were received from readers offering the services of themselves and their machines, and these answers were at once handed to the secretary of the Auto Cycle Union, which body has placed its services and

the whole of its staff at the service of the War Office authorities, and the names and addresses of those who offered their services have been classified into the counties and districts in which they reside, which list is now at the disposal of the War Office when further volunteers are required. Last week Midland manufacturers received repeated orders from the Government for motor cycles; the War Office officials immediately on the outbreak of hostilities took details of the stocks held by the different firms, and have since acquired a large number of machines."



"As proof of the perfection to which motor cycles have now been brought, one may safely ride to tennis courts or the riverside in white flannels without fear of getting bespattered with oil. (Right) Juggling with a sidecar: SA Buttearn of the Cambridgeshire MCC amusing himself on his 2¾hp Douglas by riding in complete circles in the road with his sidecar wheel in mid-air."

"GREAT RUSH OF APPLICANTS: On Friday there were 2,000 names in excess of the number immediately required. Capt Trapmann has enrolled 25 riders able to speak foreign languages, who will accompany the expeditionary force in the dual capacity of despatch rider and interpreter."

“LONDON RECRUITING SCENES: Here, by Fulham House, under the railway bridge, about thirty machines were ranged up on both sides of the road, while a little farther on, seated at a table and assisted by a rather juvenile orderly, was Lieutenant BC Pollard, who is a keen motor cyclist, a capable journalist, and a man of experience under actual war conditions. He was handling a difficult task in an extremely business-like manner, and any attempt to get round him on the part of an applicant was a complete failure. Not very long after our arrival a man of short stature brought round a four-year-old machine, the value of which was stated on his application form to be £35. The officer in charge asked him if he thought that that was the real value of the machine, to which the applicant replied in the affirmative, with the result that the officer asked him how he had the audacity to value a machine of an undetermined vintage at such a high figure, tore his paper in half, and sent him about his business. Crowds of disappointed motor cyclists surrounded the table, and the most extraordinary scenes were witnessed. Those who had been lucky enough to be taken on were spending money in all directions in getting their machines put in first-class order, or even buying new ones if they thought that their own were not good enough; in fact, the number of new machines specially bought for the purpose was astounding. As the case was one of national emergency, preference was given to men who paraded in person with their mounts...”



“Filling up

a form at the London recruiting station last Thursday. The rush to enlist has been most noticeable among motor cyclists.”



"A group of London and district motor cyclist volunteers lined up outside the recruiting depot at Putney Bridge."

"OTHER WAYS OF HELPING: It must be remembered that there are other ways than despatch riding in which drivers may give their services. The War Office requires first rate drivers of motor lorries and motor-propelled ammunition and forage waggons; also expert engine men for the flying section...The aeroplane section of the army also requires skilled fitters, and many motor cyclists, anxious to volunteer, might be eligible in this direction, if their services cannot be used in other ways."

"SPECIAL CONSTABLE SERVICE: There is also a force of special constables, 30,000 in number, to be enrolled in London, and it is proposed that a body of 50 motor cyclists should be included among these. They are destined to work inside the Metropolitan area and five will be allotted to each district. Their duties will be to carry out patrol work."

"THE SPECIAL CONSTABULARY FORCE: For the Warlingham district no fewer than 60 motor cyclists have been enrolled, and are being equipped with revolvers by the local residents. Their duty will be the guarding of railway bridges, etc."



"Scene in the East Midlands: The Colonel of the regiment writing despatches while motor cyclists wait around him for instructions."

"BANDSMAN BLAKE AS SCORCHER: Bandsman Blake was charged before the West Flegg, Norfolk magistrates for riding a motor cycle on the highway near Yarmouth to the common danger of the public, but, as both the well-known pugilist and the constable who had stopped him had been called to the war the case was dismissed, the Chairman of the Bench stating that the defendant had gone to serve his country and everyone was useful at the present time."

“DESPATCH RIDERS WITH THE FRENCH ARMY: From what we have seen of the French Army in its early stages of mobilisation, it does not seem to be too well provided with motor cycle despatch riders, though it is known to possess a squad of Triumph riders. One of the most notable riders whom we saw was Oblin, who took part in the Paris-Nice trial in 1913. He was mounted on a very smart looking 3½hp Moto-Reve. He is a very fine looking man, and was in the full uniform of a Zouave, and very picturesque he looked. He left under orders, and made a good 30mph average over the rough road between Evreux and Nonancourt. At Havre we came across another French despatch rider, who was mounted on a Clement-Gladiator—strongly resembling the English Royal Enfield in its general details.”



“Motor cyclists are attached to the French Army. The trio seen above at the general mobilisation are mounted on British built Triumphs.”

“MACHINES FOR NAVAL DEPOTS: It is not only for the Army that motor cycles are being employed, for we learn that the Admiralty have taken over 50 machines from the Triumph Cycle Company, and have intimated that more may be required. These machines have been despatched to Chatham.”



“Officers of the Seventh Devon Battalion at Berry Head, Torquay, where they are patrolling the coast, close to the place where the Spanish Armada was first engaged. Machines : Lea-Francis, Enfield, Triumph, and Levis.”

“ADVICE TO NON-SELECTED RIDERS: Now that there are practically no further vacancies for motor cyclists in the Army at the present time, the next question which presents itself is as to what steps the numerous disappointed riders will have to take if they desire their wishes to serve their country to be gratified...we therefore suggest that local club members

and individual motor cyclists should set about studying map reading and army conditions, so that if they are wanted they will be of real service to their country...”

“THE RUSH TO ENLIST: It is not only in the Metropolis that the rush to enlist has been so phenomenal. It is the same all over the country. In Birmingham the excess of applicants over the number required was tremendous. In Liverpool, where the ACU have a Local Centre, the same tale is told, and in the first two days of recruiting over a thousand riders presented themselves...”



Territorial motor cyclist (a rider of a Bradbury) arriving at the Headquarters of the Sixth Manchester Regiment for the purpose of handing in his name. Observe the queue of volunteers in the background.

“AT THE SCARBOROUGH POLICE COURT...the magistrates considered it necessary to fine a military motor cyclist for doing his duty. The pretext was that he was driving to the danger of the public. Although the man was riding a Government machine and his captain gave evidence that he was obeying orders, he was fined ten shillings and costs, or more than a week’s pay. He was held to be liable under Civil Law, although on active service. Does this mean that a despatch rider carrying urgent messages, which affect the welfare of the nation, may be summoned for exceeding the 20mph? In view of the present crisis the decision is most astonishing, and though we do not wish to encourage law breaking, we believe that a soldier on active service can only be imprisoned by civil authorities for crime or a debt of over £30. What if the defendant had refused to pay?”

“DESPATCH RIDERS BEING GATHERED from the class which we have designated as ‘dashing’, there must be many men among them...who have had their licences endorsed. We all know that licences are often endorsed for very trivial faults. We, therefore, think that it would be a gracious act if the Home Office would remove the endorsements from the licences of all those who have served their country in this war. This would be some small recompense for their loyalty and

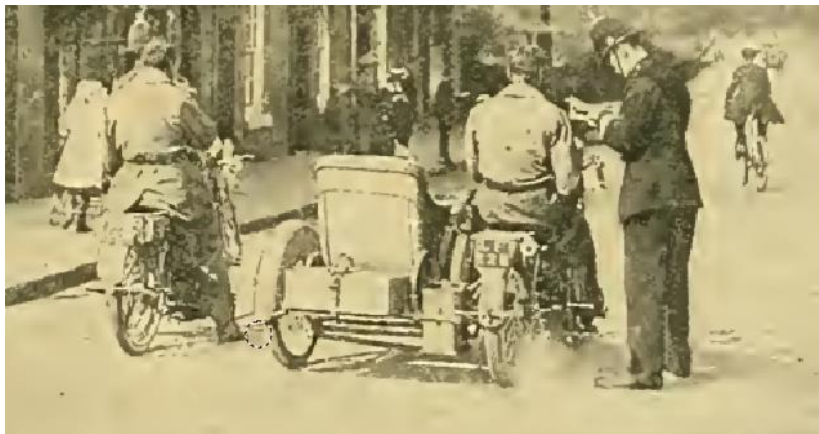
valuable services, Therefore we say, 'Let all endorsements and suspensions be removed, and let despatch riders start again with a clean slate.'



"A

group of the motor cycle section attached to the EA Royal Engineers, Bedford, who are at present stationed on the East Coast. The machines are composed of three twin Bats, two Rudges, and a Douglas.

"RIFLE PRACTICE: Nobody can prophesy with confidence what course events are likely to take, and, though we hope for and expect the best, it is still perfectly possible that every healthy adult may be requisitioned for actual warfare. It would be a great pity if the bulk of our 150,000 motor cyclists were only available as despatch riders, and proved inefficient combatants in emergency. A memory of the Boer war suggests that clubs might usefully take steps to train their men in marksmanship."



In response to fears of German spies checkpoints were set up across the country. These motor cyclists were showing their licences in (left) Liverpool and Great Yarmouth.

"KEEPING OPEN LINES OF COMMUNICATION: We have heard from Hugh Gibson, the well-known competition rider, that he is organising a small motor cyclist corps for home defence purposes at Ainsdale, Lanes, and that he is in communication with the Cumberland MCC and Edinburgh & DMCC to secure co-operation. The idea is to enable rapid communication to be kept up between Liverpool and Edinburgh by motor cycle riders in the event of the telegraph or railways breaking down."

"A MILITARY MODEL: We are informed by Messrs Quadrant Motors that they are specialising on a military model 4½hp single-cylinder motor cycle, several of which have already been supplied to the War Office."

"THE FORTS AT LIEGE (where the FN factory is situated) are equipped with guns manufactured in the FN works."

“BELGIANS TO THE FRONT: Many Belgian volunteers on their way from Paris to their own country left on sidecar combinations with their wives, sisters, and children, all bedecked with flowers as if on a holiday jaunt.”



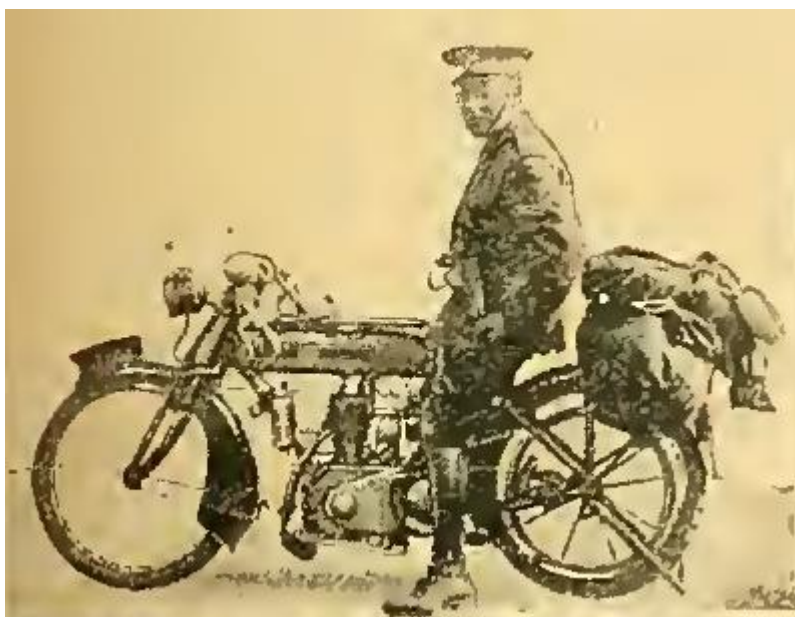
A detachment of despatch riders in East Anglia, “The motor cycles in this corps are, incidentally, mainly composed of powerful V-type twins.”

“ENGLISH LADY MOTOR CYCLISTS IN GERMANY: ”Two young lady motor cyclists, Miss Scott and Miss Dickenson, Wootton, Isle of Wight, have arrived home from a tour in Germany after suffering terrifying experiences. They were arrested three times as spies, hauled off their machines, and roughly handled. Although they showed duly authenticated passports they both lost their motor cycles at Frankfurt, where they were requisitioned for war purposes.” *The ladies’ full story, and details of a Scott riders escape from Germany, can be found in the 1914 Features section.*

“A NUMBER OF 3½hp Premier counter-shaft three-speed machines has been supplied to the War Office for use with the Expeditionary Force, and two machines for Lord Lonsdale’s Colonial Corps. Our photograph is of Corporal G Drew, attached to 1st Signal Squadron Royal Engineers, Seventh Lancers, 1st Cavalry Division, Expeditionary Force.”

“IN A RECENT ISSUE of *The Motor Cycle* I note with interest your photograph of Corporal Guy Drew and his 3½ Premier. I must tell you he is now riding a 1914 TT Douglas, which he most kindly commandeered from myself. I learn that something went wrong with his original mount, and there was no time to have this put right. I happened to be the unlucky man nearest with a new machine.

Albert Moss.



Albert Moss's TT Duggie.

Corporal Drew went to war on

"THIS WEEK WE ANNOUNCE a 'Shilling Fund' with the object of purchasing useful Christmas presents for motor cyclists on active service at the front. Various funds have been opened to buy tobacco, cigarettes, plum puddings, and the like for our men at the front. The fund opened by *The Motor Cycle* will be devoted to the purchase of small but useful articles such as gloves, mufflers, handle-bar muffs, warm socks and abdominal belts. We think that those readers who have won awards in competitions during the past year would willingly forego the whole or part of the prizes, so that some of the purchase money may be used as we have outlined. Busy factories, influential clubs, and readers in general will, we feel sure, welcome this opportunity of showing their appreciation of motor cyclists' work at the front, and send donations of a shilling upwards."



Patriotic
Cycle & Motor Flags.
INTRODUCERS, Ltd.,
3, New Street, Birmingham (Tel.: No. 3974)
Central
have purchased a stock of over
10,000 Silk Flags
Size 6" x 4", Brass-headed Pins,
(Union Jack, French, Belgian, and Russian)
Usual Price 1/- each, offered at **9 D. EACH,** Post Paid.
Or 4 Flags, assorted, for 2/9.
Agents and Factors are invited to send for Special Trade Prices.
Immediate Delivery.



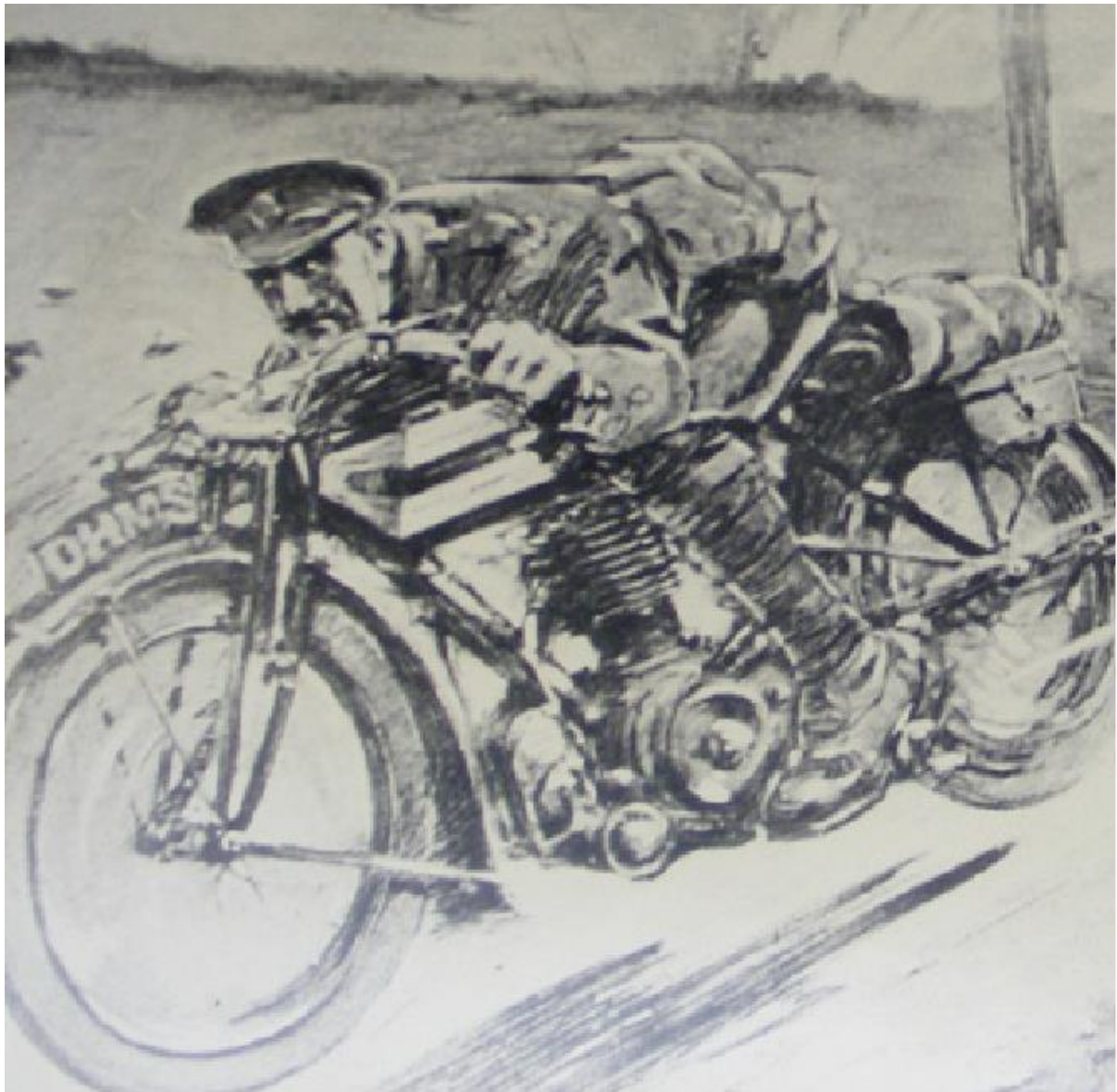
"The popular union jack: During a journey by motor cycle last week-end in the Midlands we

encountered many motor vehicles of all types, and noticed that 90% proudly floated the Union Jack, the sizes varying from miniature flags on motor cycles to large sized flags flapping in the breeze on cars...A Patriotic Mascot: A mascot of interesting design and suitable for the present period is that now being marketed by the Stentophone Co. It is of a distinctly patriotic nature, the bulldog's head and shoulders being surrounded by French, Belgian, Russian, and English flags."

"MOTOR CYCLIST VOLUNTEERS: Hundreds of names of motor cyclists willing to act as despatch riders have been received by *The Motor Cycle* in reply to our appeal on behalf of the War Office. These names have all been classified according to the districts in which the applicants reside, and particulars of the machines have been noted. In some cases applicants have offered the services of their machines when they themselves are incapable of riding. In others riders have offered their services who have no machine at their disposal. The list of names is being compiled in conjunction with the Auto Cycle Union, which body is directly in touch with the War Office, and at a moment's notice can give the officials there the names of the motor cyclists available in any district in the United Kingdom."



"JF Sirett (on left), who has competed in several Tourist Trophy Races, along with a comrade, leaving Manchester for their new camp at Littleborough. Their machines are an Indian and a Douglas."



The popular idea of the despatch rider at high speed on smooth roads was far removed from the reality of the Western Front [You'll find a number of similar illustrations and a lot of pics of Great War bikes and their riders in the *Illustrative Melange*.]

“OUR ADVICE TO CLUBS: At a time when every motor cyclist is anxious to serve his King and Country, and when all army vacancies are for the present filled, the advice of *The Motor Cycle* to club committees is to encourage members to cultivate assiduously an intimate knowledge of their own particular localities and to become well versed in the art of map reading, so that if their services may be required eventually, they will be as useful as possible. Ordinary competitions having been cancelled, clubs might well arrange map reading contests and reconnaissance tests in districts not occupied by troops.”

“MEETINGS CANCELLED: The Public Schools MCC has deemed it advisable to cancel all fixtures for the present, but it is hoped to hold a trial later when the European crisis becomes less acute.”

“THE ANGLO-DUTCH TRIAL: As was anticipated, the Dutch Motor Cycle Club has now notified the Auto Cycle Union that, owing to the war, the Anglo-Dutch Trial fixed to take place in Holland in September must necessarily be abandoned.”



“Special constables assembled outside Scotland Yard for an informal regularity run. The machines are mainly of British manufacture, but include machines of American, Belgian, and German origin.”

THE ACU ANNOUNCED: “Upon the outbreak of hostilities several clubs which had arranged to hold open competitions in the near future notified the Auto Cycle Union of their intention to postpone or abandon them. The Union is of opinion that, whilst, of course, local circumstances and conditions must necessarily be taken into consideration, yet where at all possible the Government’s appeal to ‘carry on’ will best be supported by the club’s carrying out their fixtures as originally intended. Steady continuance of motor cycle competitions throughout the country cannot fail, to some extent, to have a stimulating effect on both sport and pastime, and consequently—which is of far greater importance—the motor cycle industry generally.”

...AND AT LEAST ONE Manufacturer was deeply unimpressed: “We have to-day received from the ACU a circular letter urging that motor cycle competitions should be carried on. We think it is necessary that a paper with a circulation such as yours should take this matter up very strongly. We have replied to the effect that as most of the competitors in ACU competitions are single men, the ACU would be assisting the country in a much more loyal manner if they urged their members who are single men to take up arms on behalf of their country, which would be much more commendable than riding about through the country on a motor bicycle for the purpose of gaining marks with a white badge round their arms, which we think at these dreadful times would be utterly absurd. We cannot imagine the Belgians, French, or Russians having motor cycle competitions at this time.

O de Lissa, Managing Director, Motosacoche.”



A rally of motor cyclists was held on Wimbledon Common last Saturday afternoon, with the object obtaining offers of assistance from motor cyclists during the war.



“Some of the motor cyclists who attended the Wimbledon meeting, at work. Scotland Yard have pressed a number of motor cyclists into service, whose duty it is to patrol country districts and distribute Royal Proclamations. The machines carry a distinctive plate on the front with the lettering, OHMS.”

THE MCC'S DEVONSHIRE TOUR attracted 59 starters, double the 1913 tally. “The weather was very rough and wet for the time of year, and this made the task of climbing the test hills an exceedingly arduous one, especially for the solo riders. Quite a number were early in trouble,

Cole being particularly unfortunate in suffering a nipped tube four times before lunch. Coates broke the sprocket off his gear box near Bridgwater and retired. Batty-Smith had ignition trouble and retired at the same place. As Porlock Hill was approached the rain came down in torrents, and this made the surface exceedingly treacherous. Of the 47 who reached the hill 23 failed to make a clean climb...A good deal of amusement was caused by the obvious displeasure of several of the lady passengers, who were annoyed at having to walk up the hills...Winter's back wheel collapsed three miles from Lynmouth, and he came in on a car. Of the 48 who left Hungerford, 40 completed the outward journey...Sunday was spent pleasantly by those who were not



Heavy rain wasn't going to deter these chaps, pictured outside the Lya Valley Hotel, Lynmouth, during the tea break in the Devon Tour.

attending to their machines. There were several walking parties to the Valley of Rocks and Watersmeet, and a party rode over to Malmsmead to inspect some of the local hills. Several washed their machines in the Lynn, much to the amusement of lookers-on...Countisbury Hill was in a very greasy condition, but as the steepest gradient is only 1 in 5½ there were no failures. The run back as far as Bridgwater was uneventful, excepting for heavy rainstorms at intervals. After lunch Mr Baddeley, the trials hon sec, announced that, in consequence of the war causing anxiety to some of the competitors, who wished to get back to town quickly, no checks would be taken up to the finish at Hungerford, and that they could finish as early as they liked. This led to the more sporting members indulging in what was called the Devon TT, and in hurrying quite a number lost their way and put in many extra miles. It also brought about the downfall of Fielder, who broke the frame of his New Hudson, and dropped the power unit on to the road when going at speed."



Left: A Williamson combo with the family pet aboard passes a 1hp local on Countisbury Hill during the MCC's Devonshire tour. Right: Same event, same hill, different combo passing a different 1hp local, in this case a locally produced Exmoor pony, taking a buckled wheel into Lynmouth for repair.

ONCE AGAIN THE MCC hosted the Inter-Club Trial and, for the fourth time, won the event, beating teams from 30 other clubs. The trial had started, in 1904, on main roads but as the bikes had evolved, so had the course. This time it included Tysoe and Sunrising—two formidable acclivities which stopped many riders in their tracks.

HAVING SHOCKED THE BRITS by a Senior TT hat-trick in 1911, the Indian tribe was back on the warpath north of the border by taking the team award in the Scottish Six Days Trial. *For more on the trial and an engaging report of the trials and tribulations endured by the Blue 'Un's man in the saddle check out the 1914 Features section.*

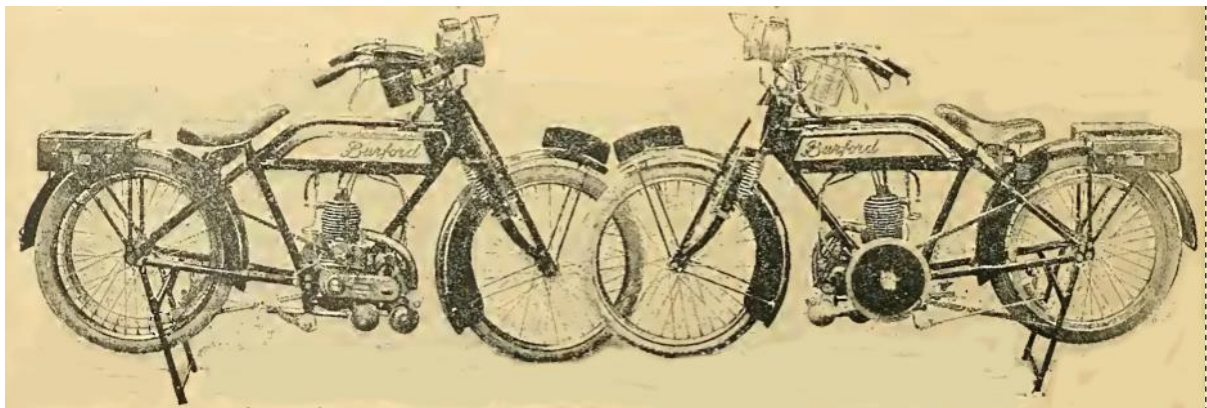
“THE PENRITH & DMCC HELD their first open speed trials in the beautiful Lowther Park, by kind permission of the president of the club, the Earl of Lonsdale. The course was a half-mile in length, almost straight and very fast. The substantial entry of 95 was received, being divided into 13 classes catering for every type of machine. The honours of the day were shared by F Dixon (7 Indian) and A Brewin (8 Zenith), both of whom covered the course in 24.8sec, the former, by making this time on three successive occasions, put up by far the most consistent performance of the day, the masterly way in which he handled his big machine creating admiration among the spectators [he won four classes]. This being the club's first attempt at organising an open competition the officials are to be congratulated on the success of the meeting.”



Al Moffatt (5hp Zenith) crosses the finishing line at the Penrith & DMCC speed trial.

“ALTHOUGH THE WEATHER conditions which favoured the Edinburgh Club's sports were far from alluring, there was nevertheless quite a crowd present to witness the competitions. As usual during an event of this nature, one or two performances were outstanding. In the exhibition trick riding and driving event, AUR Downie (2¾ AJS) performed some really excellent balancing feats, such as standing on the saddle and driving with two strings attached to the

handle-bar, riding backwards, etc. JW Moffat (2¾ Sunbeam) was also good. The sidecar and car football matches provided many thrills, and the manner in which the combatants manipulated their machines excited loud applause. Several unrehearsed incidents did much to assist in the enjoyment of the afternoon, the star turn being JAW Beaton, who in his effort to cover the hundred yards in the trailing race at evens carried away the erection holding up the buns for the bun event. In this same event, J Steel who was trailed behind AH Alexander (2¾ Douglas), finished on his back, thereby being disqualified.” Having been disqualified in the trailing race AH Alexander went on to win the water race obstacle race, plug changing, zigzag race, potato race and bun race. JR Alexander won the trailing race; JA Porter (2¾ Douglas) won the 40 yards fast race; JW Moffat (2¾ Sunbeam) won the 25 yards slow race; J Steel (2¾ Douglas) won the run and cycle race; JAW Beaton (8 Matchless) won the sidecar football and turn-out competition.



The Automobile Consolidated Alliance of London came up with the Burford, powered by a 2½hp, 269cc Villiers two-stroke lump. A two-speed counter-shaft was available as an option, “with this fitted the little machine should be capable of carrying its rider anywhere in reason”. A 496cc four-stroke was also available but this was not the best time to launch a new range; the Burford survived for only a few months.

“H JENKINS, THE WINNER of the Australian Tourist Trophy race, on approaching a slightly elevated railway crossing in the Victoria MCC 100 miles road race, held at Camperdown, Victoria, cleared (on a 7hp Indian) a distance of 32 feet; this feat was witnessed, and the distance measured immediately, by the officials.”

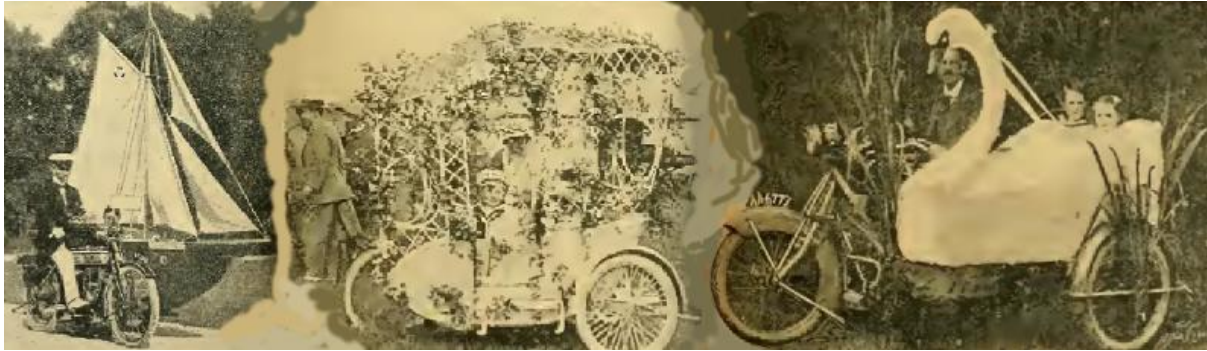
“NORTH WEST AUTO ASSOCIATION Social Meet: On Saturday last about 250 members met at Delamere and spent the afternoon in the famous Cheshire forest. A prize was offered for the best attendance before 3pm, but most clubs did not compete. The best figures were Oldham 28, Liverpool Amateur 18, Mersey 15, Hyde 12, and Chester 9.”



“Lined up for the start of the invitation event at St Andrews which was eventually won by C Armstrong (7hp Harley Davidson)”.

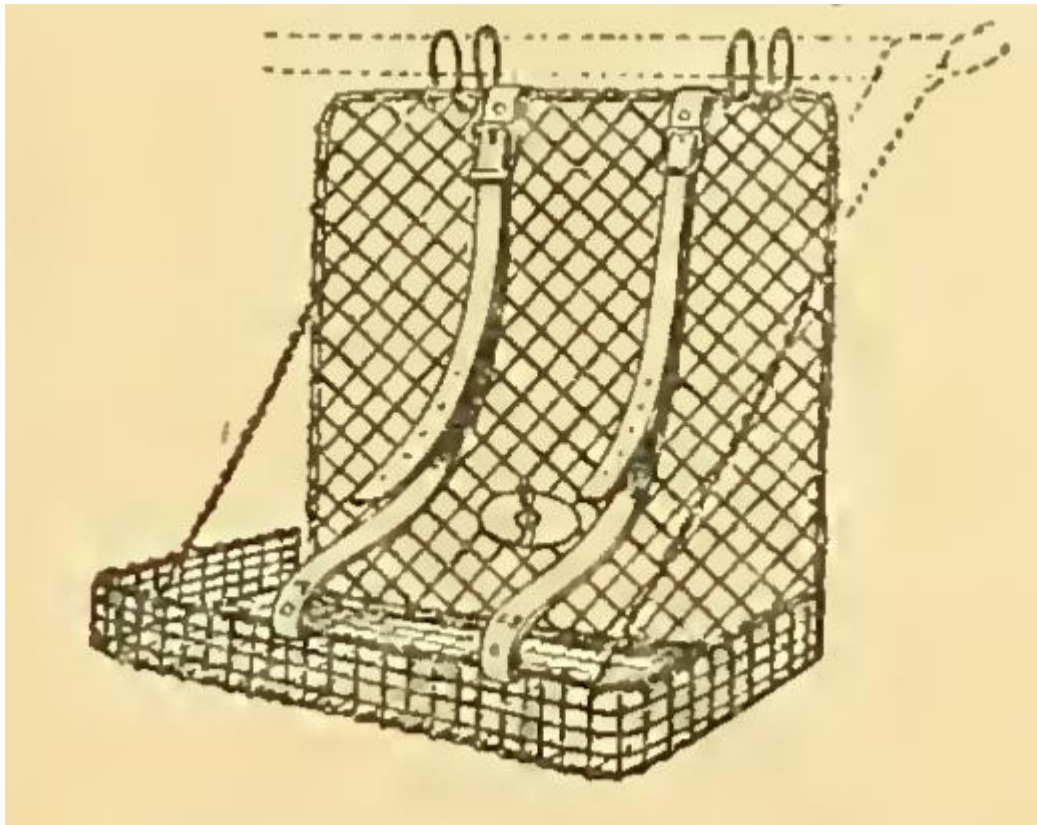
“BIG SUPPLIES OF FUEL: A full cargo of 70,000 barrels 2,800,000 gallons) of Pratt’s motor spirit arrived in the Thames last week from America.”

“A PETROL FIRE: We have received information that 650 tins of petrol drawn in a steam lorry caught alight near Guildford the other day. Surely the transport of motor spirit in a steam vehicle is not the height of wisdom! Secondly, after the conflagration a number of fire engines played thousands of gallons of water on the fire. It is not surprising, therefore, that the road was full of water and flames, and that a river of fire was washed down the hill. Surely at this epoch of the motor industry the fire brigade authorities should have learnt that water is of no avail with a petrol fire, and that the only remedy is either sand or a chemical extinguisher.”



Decorated sidecar outfits were becoming an essential feature of carnivals. The yacht on the side of this Rudge Multi was inspired by Sir Thomas Lipton’s Americas Cup racer Shamrock IV. The flower bower, on a 4hp Triumph, won first prize at the Leeds MCC gymkhana. And the ‘Swan of Avon’ Clyno also won first prize, in a procession at Fordingbridge.

“WE HAVE CALLED attention on several occasions of late to the advance in the sporting and business side of the motor cycle movement in Italy, which is quite a valuable market for British manufacturers, and nearly 40 makes from this country are now represented there. Some admirable machines are also produced in Italy itself, the Delia Ferrera, of Turin, the Borgo, also made in Turin, and the Frera, of Tradate, having done wonderfully well in racing events this year. There are about 16,000 motor cycles running in Italy at the present time.”



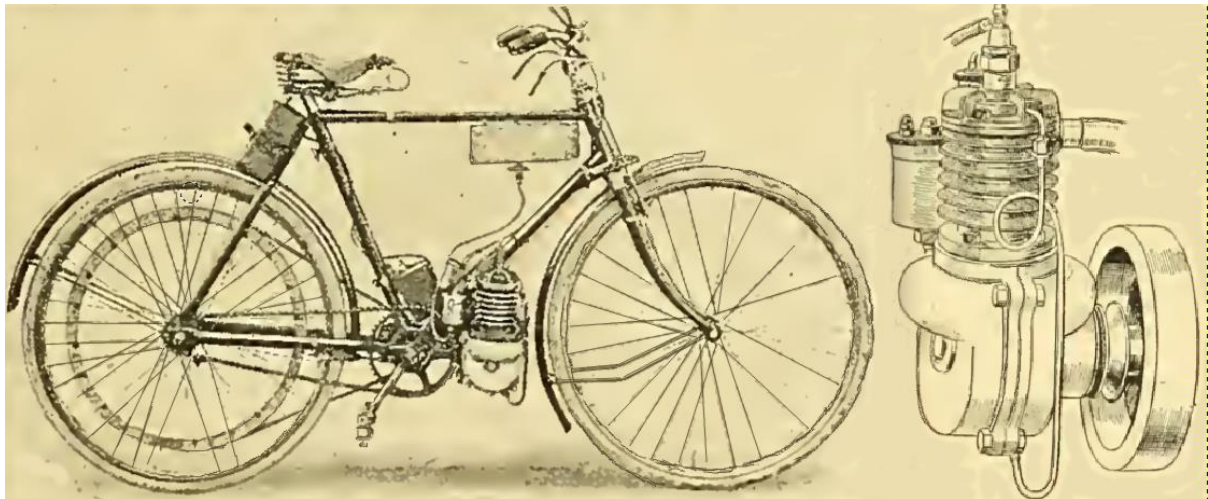
Messrs John

Piggott & Son, Ltd of cheapside came up with a folding pannier rack: "This is easily attached to the side of the carrier, and with it a large bag can be carried without any trouble."

"ON THE FOLKESTONE-BOULOGNE boat the other day there was a French boy of 14, a well-built lad who spoke English with ease, who was returning to France in the hopes of obtaining a motor cycle and becoming a despatch rider."

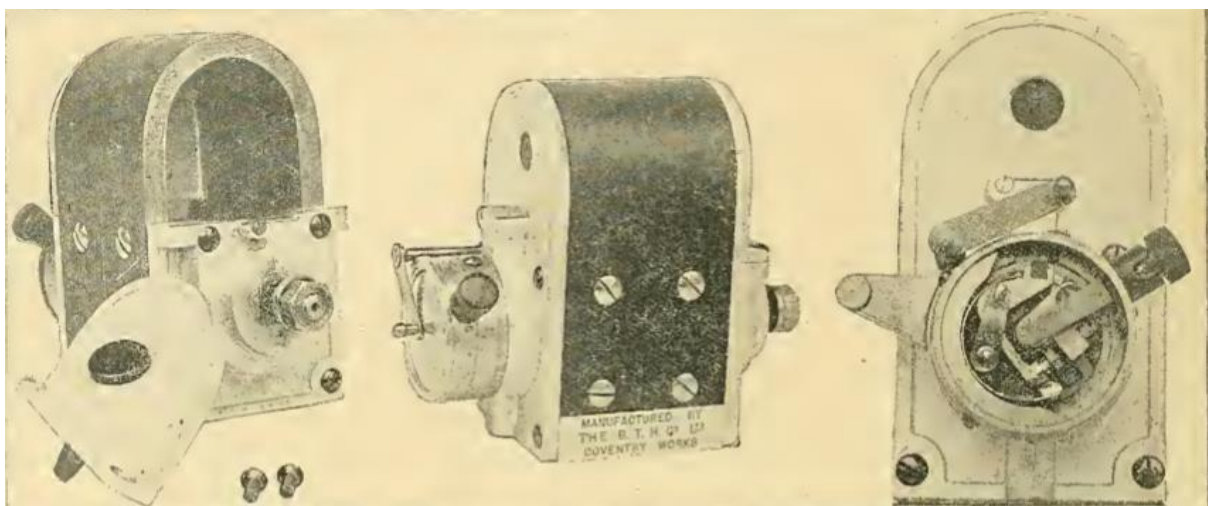
"PRICE OF PETROL: Boycott all garages at which highly increased prices are asked for petrol. There is no authority for increase at present, and the two leading suppliers assert that the stock is sufficient for all ordinary demands."

"UNOFFICIAL RECORD ATTEMPT: Last week an attempt was made on the End-to-end sidecar record by two Oldham motorists, Noah Oliver and Isaac Cotton, mounted on a 6hp Bradbury. The first intimation of the attempt was the receipt of records of progress at The Motor Cycle offices, but the attempt was abandoned owing to the bad weather. We have since pointed out to the driver the risks he is running with the police and the ACU in attempting such a record, and seriously we would advise him to offer his services to the Government as a despatch rider if he is anxious to show his speed proclivities."



A Coventry enthusiast named Tooth managed to squeeze a rotary valve set-up into a tiny 50.5cc engine which he clipped to a standard bicycle. The Blue 'Un reported: "We have seen the little motor running very steadily."

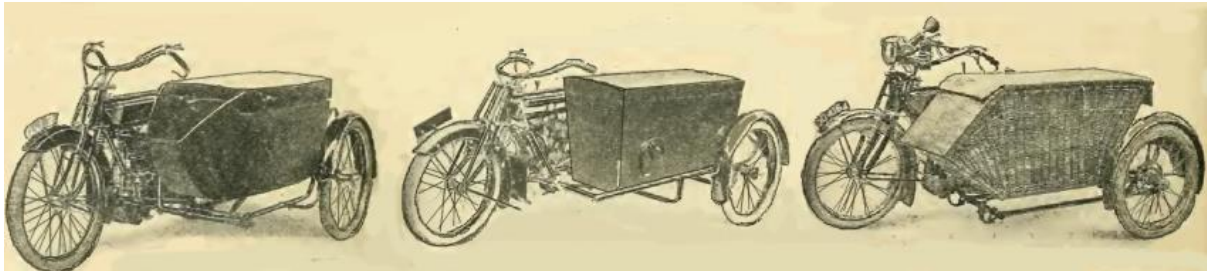
"THE MAGNETOS IN USE in this country have hitherto been, almost exclusively, made abroad, the great majority coming from Stuttgart. We are glad, therefore, to be able to announce the advent of another thoroughly well made machine entirely of British manufacture. The BTH magneto is made by the British Thomson-Houston Co, of Coventry, and is so designed that it can be interchanged with a Bosch of similar size; the magnets are, however, a quarter of an inch higher, which should be an advantage from an electrical point of view, as it should give a hotter spark at low speeds. The high-tension terminal is absolutely waterproof, as it contains a metal socket but no hole through into the interior. Lest anyone may have misgivings about the use of British made magnets, we may mention that the British Thomson-Houston Co have for years been using magnets which do not vary more than 0.1% for scientific purposes, whereas the magnets of a magneto may vary as much as 10% (or 100 times as much) without detriment."



BTH provided a much needed alternative to German-made magnetos.

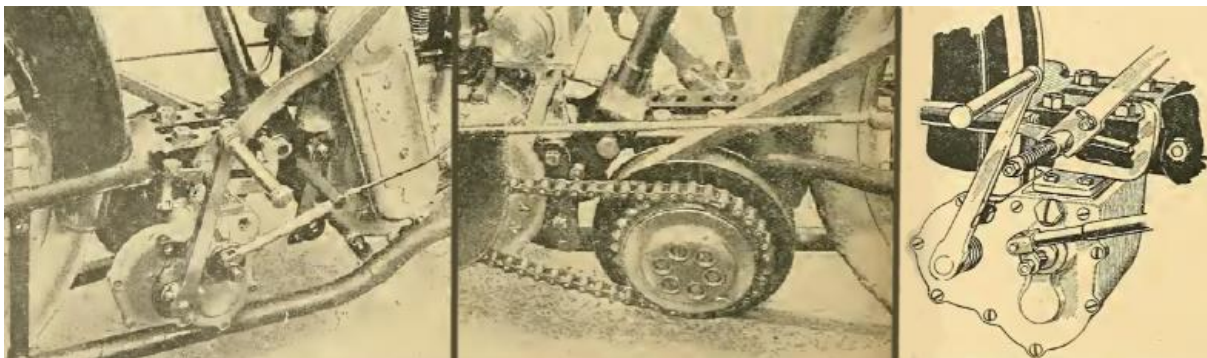
"THOSE OF OUR READERS who have goods to deliver, and who have suffered by the wholesale commandeering of horses for the Army, would do well to consider the advisability of pressing into service a sidecar outfit for the conveyance and delivery of light goods...These machines are very light in weight, cheap to run, and their first cost is moderate, and there is the further advantage that immediate delivery can be obtained in most cases...We illustrate three

specimens of these outfits from manufacturers who have been quick to realise the immense usefulness of the sidecar delivery van, especially in view of the shortage of horses. Many tradesmen in comfortable circumstances who have received or will receive payment for the horses which have been commandeered for the Army would require to lay out but a little extra to purchase a sidecar vehicle of the type illustrated, and it is certain that such a machine could easily do the work of two horses, and can be tended and driven by any intelligent youth over fourteen years of age..."

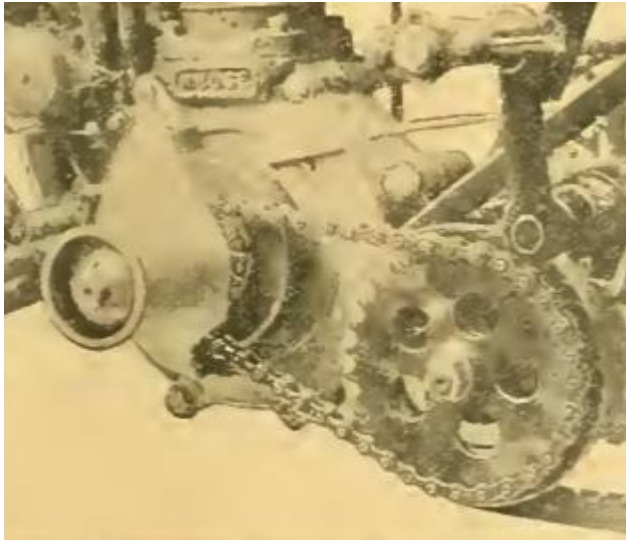


From left: James-Canolet, Rex-JAP and Excelsior-Milford commercial combos.

STURMEY-ARCHER, FAMOUS FOR its hub gears, came up with a three-speed counter-shaft gearbox and supplied examples for evaluation to a number of motor cycle manufacturers. The Motor Cycle reported: "From all sides we hear excellent reports of its behaviour, and particularly of the wonderful way in which it is possible to change speed quietly without the use of either exhaust lifter or clutch. The gears are in constant mesh, and the change is effected by sliding dogs which lock the required pinion to the shaft. In outside appearance the box is very neat, and it is light and well made. The enclosed type kick starter is mounted on the off side, and on the near side lies the 8in driving pulley with the chain wheel and clutch on the outside. The clutch has five plates, two of which are fitted with cork inserts, and the pressure is obtained from a series of comparatively small springs...Users of the gear inform us that the clutch is particularly sweet in action, and a restart can be effected on any hill which the power permits to be climbed on the run. The lightness, fool-proofness, and simplicity of the box combine to make it a most taking proposition, which is sure to create a large demand in the near future. It must not be imagined that Messrs SturmeY-Archer Gears, Ltd, intend to forsake the hub gear. On the contrary, they will place both types of gear on the market with equal confidence, realising that each has its own sphere in which it is pre-eminently useful. But the advent of this gear is particularly interesting, coming, as it does, from a firm which up to the present has exerted all its power in favour of epicyclic hub gears."



The SturmeY-Archer gearbox featured an enclosed kickstart and multi-plate six-spring clutch.



Albion, which had been producing two-speed gearboxes for lightweights, produced a heavier version to suit Ridges “without alteration”. The clutch and ‘pedal-starting device’ were left in place allowing the bike to revert to direct belt drive if required.

“A MOTOR CYCLE AGENCY CAPTURE: Messrs Robertsons’ Motor Agency had an exciting experience the other day. A German called at their depot in Great Portland Street, W, and first asked for a Harley-Davidson catalogue. On one being shown to him he said that what he really wanted was an instruction book. When he got this he said he would like a key for a Harley-Davidson tool-box, a question which aroused a certain amount of suspicion. On being asked why he wanted it he replied that it was to open the tool-box on a friend’s machine who had lost his. Somebody then said, ‘Please give us the name of your friend,’ which he did, giving the name of a foreign customer whom the staff knew well, and whom they thoroughly trusted. He was then asked to come inside, but said he could not as he had an appointment elsewhere. A little muscular persuasion resulted in his entering the shop, and as soon as he got inside he started struggling and eventually succeeded in escaping into the street, but was rapidly hauled back and kept in custody until the police arrived. He then confessed that he had stolen the machine from the customer whose name he gave as reference, and was recognised by the police as a man who had been wanted for some time in connection with motor cycle thefts. Irrespective of the offence he had committed he was liable to prosecution for riding a motor bicycle, as motor bicycles are, of course, forbidden to persons of German nationality. The police were exceedingly grateful to Messrs Robertsons for the prompt action they had taken, and regarded the capture of the ex-German waiter as an important one.”



The crooked German was apprehended, and the Harley was safe. Hurrah!

“THOUGH THE BROOKLANDS flying ground has been taken over by the Military Authorities the track is still open, and there is a great deal of interesting flying going on at the present time...It is hoped by the track authorities that the next BMCRC meeting will be duly brought off to a successful issue.”

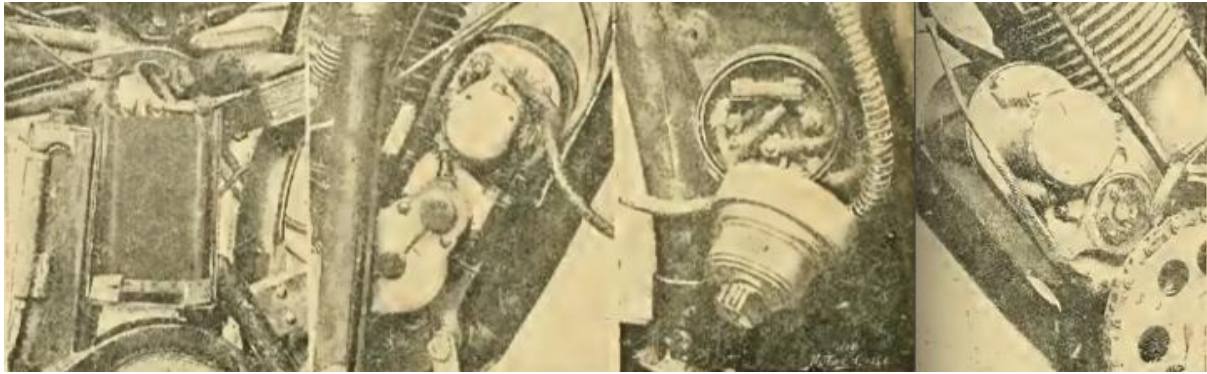
THE ITALIAN MOTOR CYCLING Track Championships were held on the 400-yard Milan “saucer track”; all three classes were run over 10km. B Badino (Douglas) won the 350cc class at 57.8mph followed by Carlo Maffeis (Motosacoche) and S Bernardinelli (Douglas). Carlo Maffeis (Moto-Reve) won the 500cc class at 60.8mph ahead of Alfredo Belfanti (ABC) and Vittorina Sambri (Borgo). Merlo (Frera) won the 1,000cc class at 63.1mph ahead of Carughi (Frera) and Rava (Borgo). This was the third consecutive championship for Messrs Maffeis and Marlo. However, the new ABC did better than the results suggest, as The Motor Cycle explained: “Maffeis on the inside got away first, closely followed by the Italian lady rider, Miss Sambri, and Belfanti (ABC) lying third. Maffeis soon gained nearly half a lap advantage, but Belfanti, who in his heat had clearly demonstrated that his machine was very fast by covering the fastest lap in 12.4sec, which is the record up to the present and represents a speed of 66.15mph, was gathering speed at every lap, and fast approaching Maffeis, but to do this he had to pass Miss Sambri, who, unable to hold her machine, kept swinging towards the outside of the track. Once they bumped together, and a fall was most cleverly avoided by Belfanti, who, however, had to pull up. Once again he tried to pass, but could not get through for the above mentioned reason, till at last Miss Sambri’s machine shed its belt, and this caused her to retire. It was, however, too late for Belfanti to catch up Maffeis, and he had to be content to finish half a lap behind, both riders being heartily cheered. This is the first appearance of an ABC machine in Italy, and the makers and agents may well be pleased with its performance.” The ACU’s reaction to the news of a woman riding in the Italian championship is not recorded.



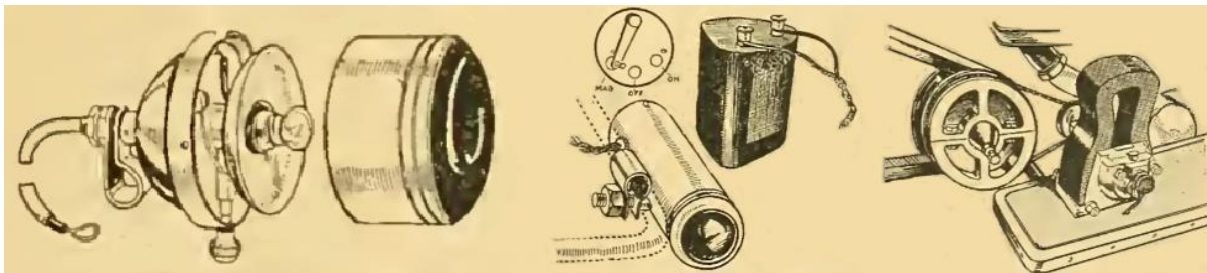
Sinister to dexter:

Carlo Maffeis (Moto Reve), Alfredo Belfanti (ABC) and Vittorina Sambri (Borgo).

“TO COMBINE A LIGHTING dynamo with the magneto is, of course, ideal, especially when carried out with the simplicity with which the [US-made] Splitdorf dynamo-magneto is designed. There are two armatures placed one above the other, the upper one being that of the generator. The magnets used are not permanent, but are excited in the first case from current stored in the accumulators. To start the engine a few revolutions are obtained from the kick starter, and in doing so a small contact is put into action by means of a centrifugal governor. This allows current from the battery to pass to the shunt coils of the dynamo from which more current is generated, and the magneto magnets then become excited. The magneto works in the usual way, as the armature and contact breaker are quite orthodox. The whole unit is extremely compact, and when viewed externally differs but little from the ordinary magneto, but it is somewhat taller. Accessibility has been looked after throughout, and removal of a small cover at the top lays open the connection terminals for inspection. The brushes of both armatures are also easy to get at, and a small regulating coil is utilised for dissipating excess current, so that it is impossible for the batteries to become overcharged. The switch is one of the bayonet-jointed type, and for every notch engaged one lamp is put into action. It should be mentioned here that a small pilot lamp is used in the head light for town work. An ammeter is attached to the top tube, which can be viewed comfortably from the saddle. The dial is divided into two portions which denote the rate of charging or discharging respectively. The battery, which is known as the Elba, and is manufactured by the Willard Storage Battery Company, is stowed away neatly behind the seat tube. The present lighting set, which is the only one in England, has been tested some 2,500 miles, and during that time has given no trouble whatsoever. The engine starts easily even when the battery is so run down that there is not sufficient current to operate the small pilot bulb in the head light.”

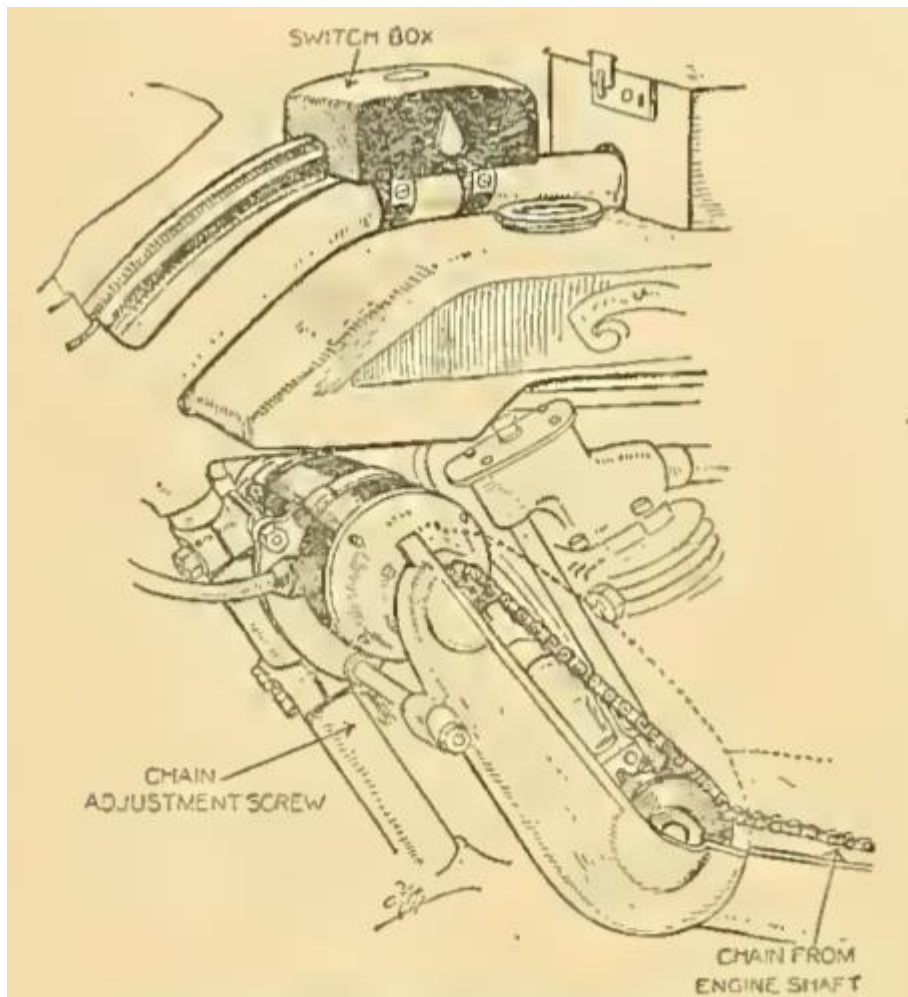


Splitdorf dyno-mag, from left: Elba accumulator, fitted behind the seat tube. Dynamo-magneto and drive. Switch and fuse box. Dynamo-magneto with contact-breaker cover removed.



Other lighting sets were available. From left, The 'Magnetob' was a self-contained rear lamp with a switch and coil which was powered from the earth terminal of a magneto. Krisco came up with a rear light powered by a standard magneto which came with a small battery to be used when the bike was parked. Mira dynamos were supplied with headlights but no battery; when the engine ran, the headlight lit. This example was fitted to a Douglas footboard.

"MESSRS H COLLIER AND SONS, Ltd, of Plumstead, have added one more luxury to their already famous Matchless sidecar combination in the form of a Lucas electric lighting outfit. The generator is mounted in a very accessible position above the magneto, and is held by means of a specially designed bracket to the rear down tube. This bracket is so constructed that it can be fitted without any alteration whatever to any existing 1914 machine. The drive is by means of a chain operated by a sprocket on an extension of the magneto-shaft, and a casing is provided which totally encloses both the dynamo and magneto chains. An adjusting screw is provided at the bottom of the bracket by means of which the chain can be adjusted to the correct tension."

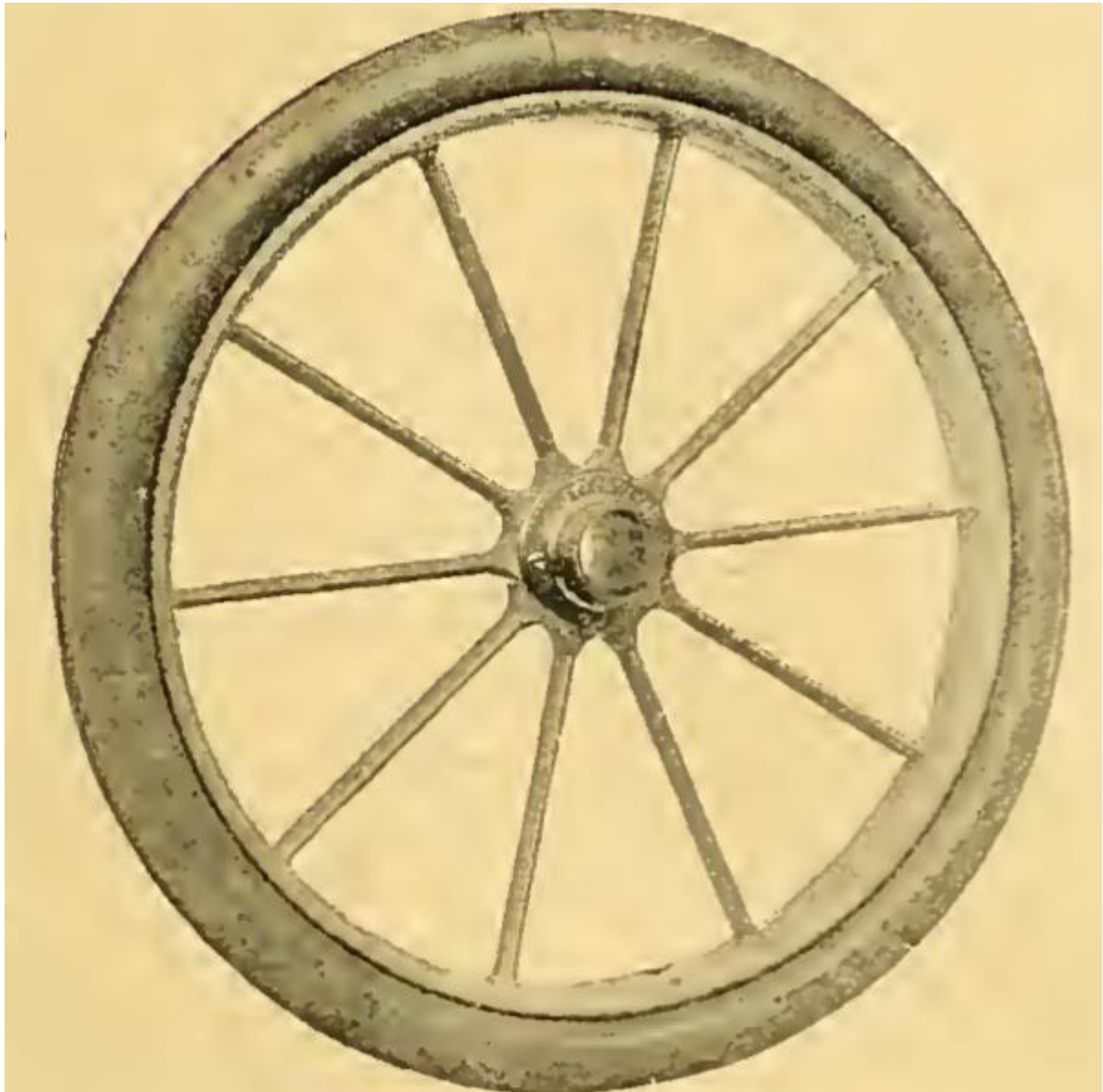


Lucas dynamo fitted to

a 7hp Matchless.

“THERE IS NO DOUBT that the ordinary wire wheel is very troublesome to clean, for the spokes are numerous and it is difficult to get at the hub; many motor cyclists will, therefore, be glad to hear of a wheel which very closely approaches the wire wheel in the matter of weight, and possesses none of the disadvantages just mentioned. The Starley wheel is the invention of Mr William Starley. Ten lugs are riveted to the rim, the latter being made as usual; over these lugs are placed the spokes, which in the centre fit into malleable wedge-shaped pieces like the ends of the spokes of an artillery wheel. For convenience of fitting, a certain amount of play is allowed between these pieces, and, when the spokes are in place, corrugated steel wedges are forced between these pieces from the inside, thus the whole is held firmly together. A groove is then turned in the centre and a liner inserted, which is spun into the groove. Next, a hub is put through the centre and bolted up with a flange on each side, the bolts going through alternate spokes. The spokes are formed from steel tube rolled to an oval section, but running to a point on each side. This gives great lateral stiffness, but at the same time the wheel has a certain amount of spring. The parts are all made of steel and polished before assembling, thus very little finishing off is needed, and, as no wood is used in the construction, the whole can be stove enamelled. Wheels made, in this way are absolutely true and very strong. The inside of the rim is unusually smooth owing to absence of spoke heads, the riveted lugs before mentioned being flush with, the inside of the rim. The weight of the wheel is very little more than the ordinary type, being 9lb complete. The wheel is made by the Jointless Rim Co, Long Acre, Birmingham, and is at present being tried by certain well-known firms with a view to adoption in 1915. It will

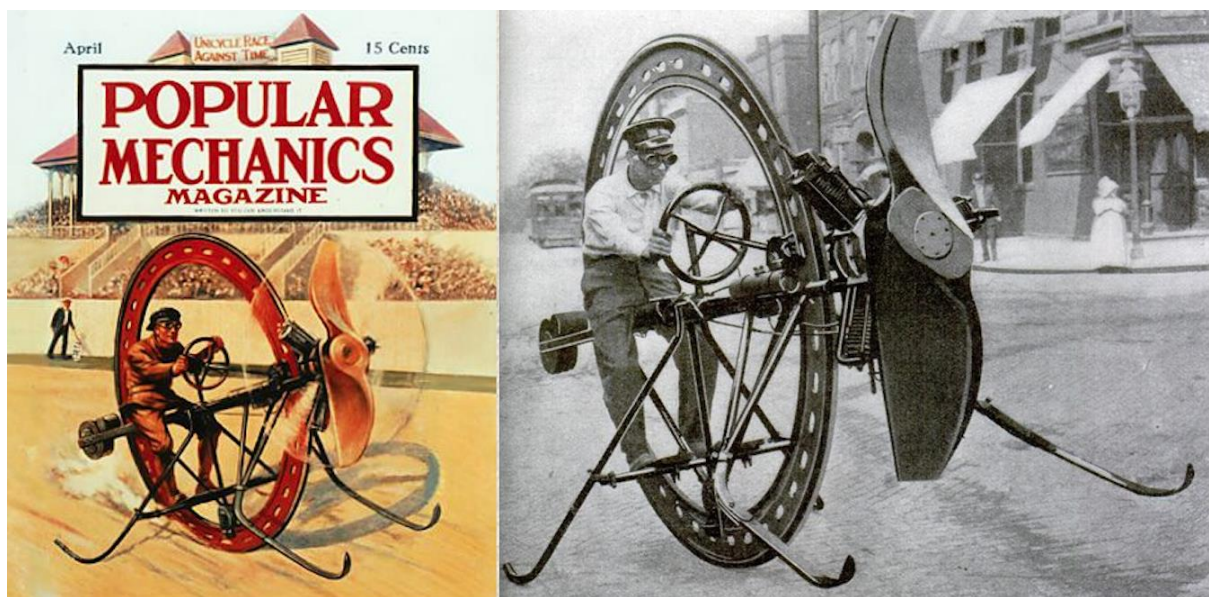
be exceedingly interesting to watch the development of what may be termed artillery wheels for motor cycles. Since the advent of steel wheels on the Clynos in the Scottish Trials there has been a considerable amount of spade work done in this direction. There are also many possibilities about the disc wheel which was designed many years ago for use on pedal racing bicycles, one of the objects being the elimination of the air resistance of a large number of fast revolving spokes, the skin friction of the polished disc being almost negligible. “



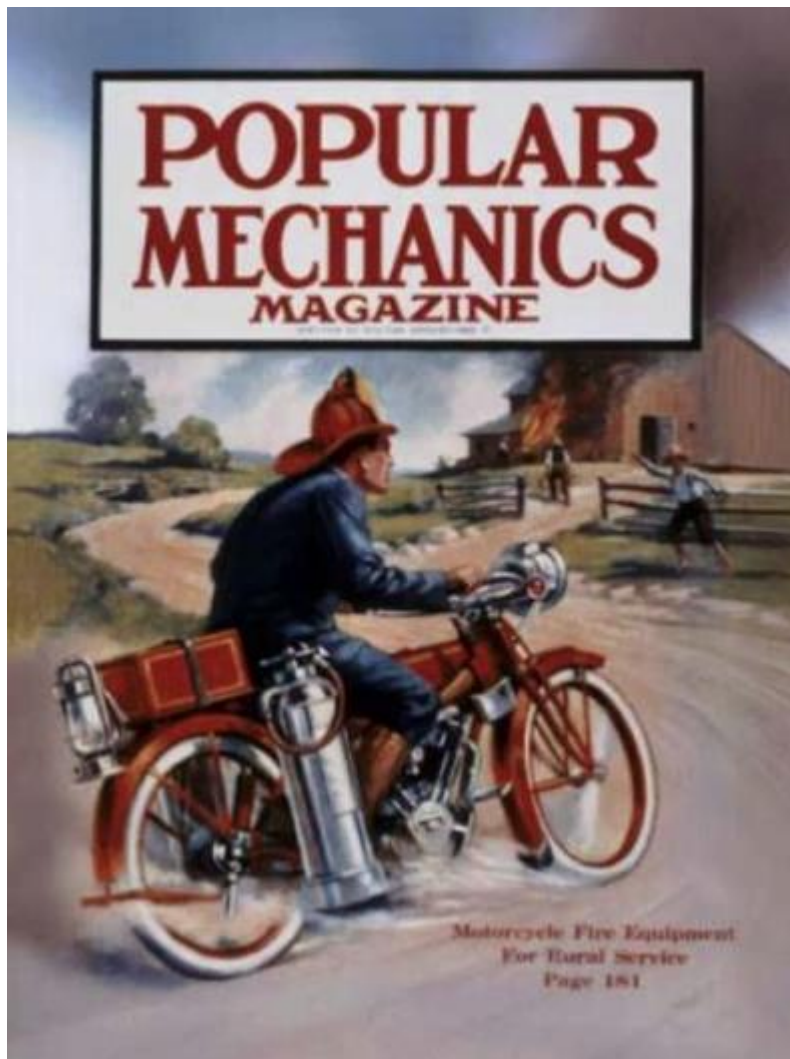
“The Starley tubular wheel for motor cycles and sidecars.”

“I HAVE LONG HELD that the problem of rear springing is the most vital of all that face the motor cycle designer,” Ixion wrote, “but I have made few references to the matter lately, because the trade seemed cynically impervious on this point. I return to it at last like a giant refreshed. I happen to have ridden a PV spring frame and a rear-sprung Indian within one and the same week, and the relief to my spine was enormous. Readers will guess from the length of my connection with The Motor Cycle that I am no longer in my teens, and the older one gets the more heartfelt is the muttered ‘Ouch!’ which is our normal benediction of a level-crossing or a particularly antediluvian pothole. I admit the worst that can be urged against existing rear springs; they are heavy, they may not appear beautiful, and they add to the cost of a machine.

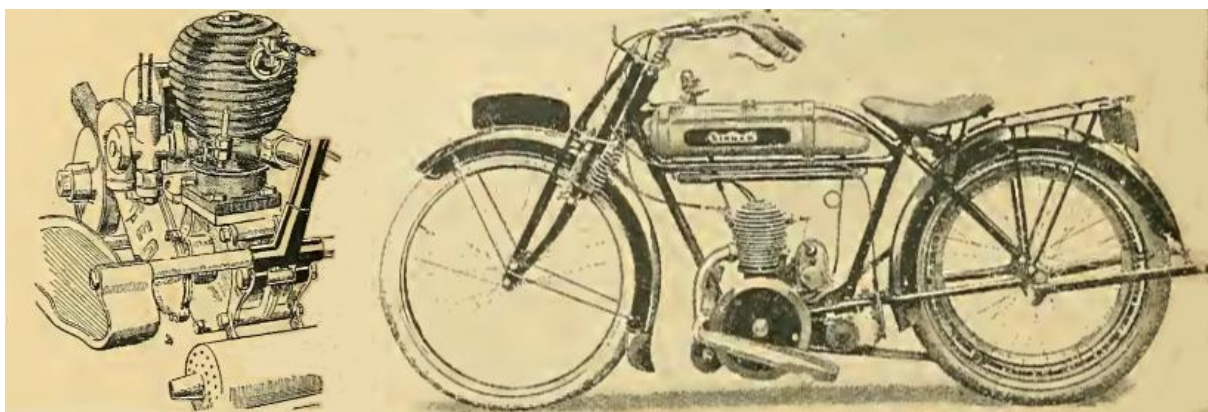
But the extra insulation they afford is most desirable. I live in a district of average roads, and once a week I ride five miles out and home to a golf club. Thrice in that distance I stand on my footrests to dodge the bang of a level-crossing, a half-filled drain trench, and a series of potholes where a foundationless road crosses a bridge over water meadows. For a whole mile of the distance my eye is glued to the road surface, for I know that the man-holes and drain lids protrude from one to three inches out of the worn macadam. Yet over the remainder of the journey I am always unduly conscious of the fact that I have a spine, and that my spine is constructed of short pieces like a speedometer driving shaft; are not the rough road and the rigid frame playing skittles with my vertebrae every inch of the way? Yet I am no weakling. I think nothing of 300 miles in the day, or of trebling the speed limit on a deserted road. There are millions of potential riders far more sensitive than myself. Does the trade realise what this means? It means that if one of the fiercely competing 500cc firms brought out an efficiently rearsprung machine I should ride it to the exclusion of every other make; and that thousands of similar individuals would be equally discerning and resolute. Does this tempt nobody?"



This *Popular Mechanics* cover is obviously an artist's fantasy—except it isn't. Alfred D'Arlingue is pictured (right) on the streets of St Louis at the wheel of his 81x2in monowheel powered by a three-cylinder rotary engine. *Popular Mechanics* reported that the unusual 48in prop was designed to produce 150lb of thrust with a claimed top speed of 67mph.



This *Popular Mechanics* cover isn't a fantasy; combos made effective small-scale fire appliances. But you'd need to be damned optimistic to tackle a barn fire with an extinguisher.



Singer extended its range of medium powered four-strokes with a medium powered 349cc two-stroke. It revved to nearly 4,000rpm and drove via a two-speed gearbox. But within a year the marque was no more.



Enfield's two-speed gear was a popular transmission for lightweights; it was now put to use of Enfield's own 277cc two-stroke, which featured a crankshaft-actuated slide valve to control the port openings.

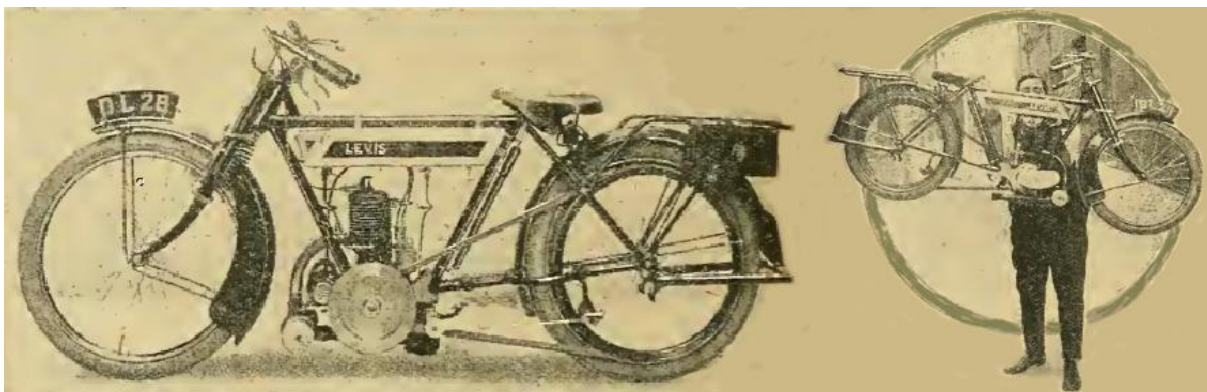
A Bannister and G Johns of Gisborne, New Zealand registered an English patent for a motor cycle, which they called the Maori. Power was to come from a 2¾hp JAP with a Brown & Barlow carb, Bosch mag and Druid forks. Just one more concept bike that was stillborn due to the war, and with it the dream of a New Zealand motor cycle industry.

THE COVENTRY AND Warwickshire MC's ninth annual hillclimb attracted 100 enthusiasts—The Motor Cycle reported: "The event was run off very smoothly and promptly but for unavoidable traffic delays, and no incident of any kind marred the proceedings." However, it noted: "Though 'standard pattern' machines were called for in Classes 6 and 7 [amateur and expert, standard touring machines up to 500cc], we regret to have to observe that standard machines were conspicuous by their absence, despite the splendid entry. Practically all were TT mounts; we do not recollect seeing a single standard chain case on the chain-driven mounts, there were no such things as footboards and pedals, and even silencers were dispensed with. We heard of no protests, however, which rather suggested that most regarded themselves as on an even keel with their rivals." The biggest success on the day was the 1.9hp, 211cc Levis. Ridden by Messrs Veasey, Newey and Butterfield the little Levises were 1st, 2nd and 3rd in Class 2 (touring



Levis riders stole the show at the Coventry hillclimb. From left: WH Butterfield, C Lindall, J Veasey and H Newey.

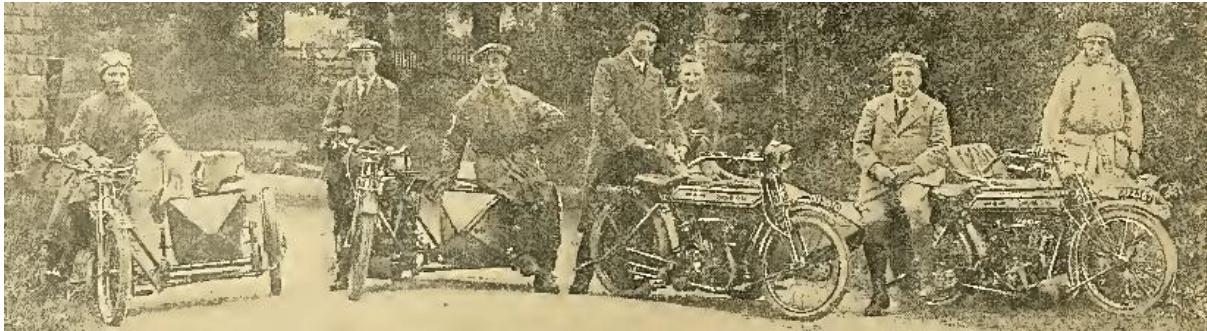
two-strokes up to 225cc)—and they repeated their hat-trick in Class 3 (up to 350cc). These were, in general, gentlemanly times. But sometimes the Blue 'Un couldn't resist pointing out its rivals' shortcomings: "The Coventry and Warwickshire Motor Club have achieved fame as the result of their hill-climb at Style Cop last Saturday, first of all because it broke a period of club inactivity since the war began, and secondly because two motor journals announced the venue as Porlock! As Porlock is only about 160 miles from Coventry, it would be a distinct feather in the cap of even the modern machine to be able to go such a distance to a climb and back in a week-end. And what about the Auto Wheels?"



The Levis Popular was light enough to be picked up, comfortable enough for a 6ft rider and sturdy enough, in the Blue 'Un's view, "many users of heavy high-powered machines would find in the little Levis an excellent tender to their more ambitious machine which would be invaluable for short runs to and from business or to the golf links, or for a variety of other purposes, which will readily occur to the mind."

"WE ARE GLAD TO BE able to state that the FN Works at Liege have not been destroyed. Mr Kelecom, the chief designer and one of the principals of the firm, is at present in England, and he has assured Mr Gelder, the manager of FN (England), Ltd, that the works are intact and are being used as a German Red Cross Hospital."

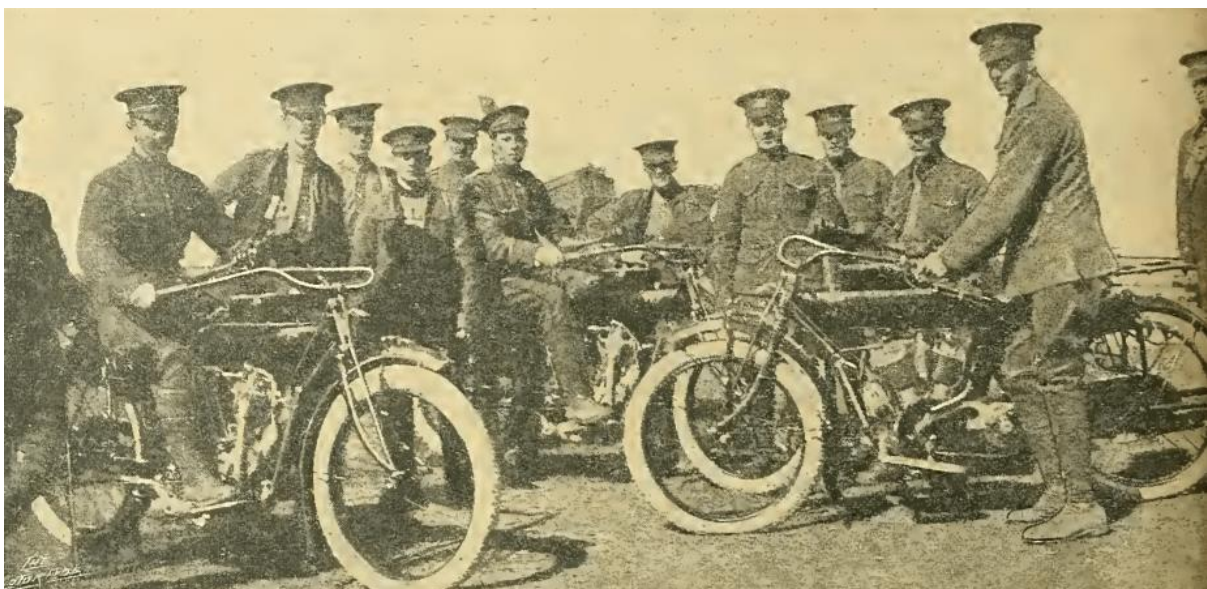
"A SIDECAR QUICK-FIRER: A FEW days ago we noticed in London traffic a machine fitted with a patent sidecar chassis on which a quick-firing gun was mounted on a special bracket. The usual type of body and springing had been dispensed with and in its place was an ordinary pan saddle with a motor cycle type of back rest. This was placed in such a position that the passenger on the sidecar could operate the machine gun whilst sitting there. The whole of the suspension was very carefully carried out. There was also a large number of cases of ammunition carried under the axle in a steel framework, which was suspended by several coil springs."



Rudge factory testers take a breather during a run on 6hp V-twin combos.

ACCORDING TO AN officer in charge of Motor Cyclists Signal Sections, the comforts most required by despatch riders are warm gloves, scarves, and cigar lighters.

“WITH THE EXCEPTION OF aeroplane equipment, the first Canadian Expeditionary Force of 32,000 men, now on Salisbury Plain, is probably as completely fitted as any of the allied troops engaged in the European conflict. The mechanical section includes automobile gun batteries, motor ambulances, officers’ cars, repair shop vehicles, and, last but not least, an efficient motor cycle and bicycle corps. In addition, the 90th Regiment from Winnipeg has a decidedly interesting fighting accessory in the shape of a motor cycle machine gun unit, consisting of a 7hp two-speed motor cycle and sidecar upon which is mounted a modern quick-firer...the motor cycle and bicycle squad that has recently arrived in England will undoubtedly prove its mettle when the supreme test comes. The squad is made up of 32 motor cyclists, mostly from Toronto (the real centre of riding in Canada), and about 300 push cyclists gathered from many points. The Toronto motor cyclists are made up of crack dirt track racers and competition riders of note, several of whom are very prominent in local club circles. These staunch riders have the best of equipment for this, their greatest test of endurance. The 32 men have 50 brand new Indian 7hp two-speed machines at their disposal, 18 of which were not even uncrated before they reached England, and are being held in reserve in case of emergency.”



The Canadians brought their 7hp Indians with them.



HR

Northover, of the 90th Canadian Militia (known as the 'Little Black Devils') was a regimental armoury sergeant who came up with the idea of mounting a Maxim gun on a Harley Davidson sidecar outfit.

"THE IDEA OF FIXING a machine gun on a motor cycle is by no means new, and is even older than the armoured motor car. It was at the time of the Richmond Show in 1899 that the first motor cycle machine gun, consisting of a Maxim mounted on a trailer and towed by a De Dion tricycle, was demonstrated by Mr FR Simms, one of the founders of the Royal Automobile Club. At considerably later dates quick-firing automatic rifles have been fitted to the handle-bars of motor cycles, and have been demonstrated on TMCs and Scotts, and even exhibited at the Olympia Show. We think that there is a distinct future for the machine gun fitted to a motor cycle and sidecar."



Mr Simms and his Maxim

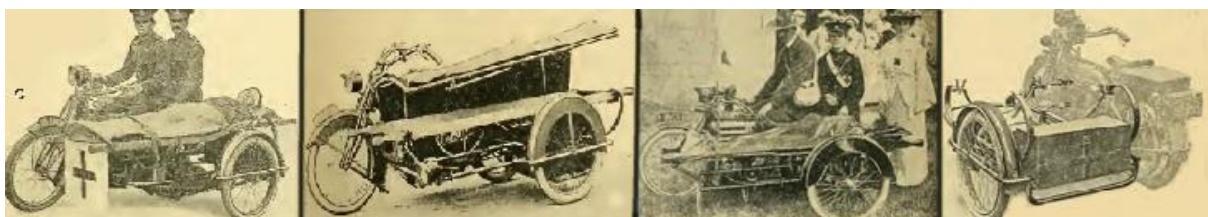
"LAST WEEK A STATEMENT was made in one of the evening papers to the effect that the capital of the Triumph Cycle Co Ltd was mainly German, and that the shares were mainly held by Germans. We are informed by the Triumph Co. that this is an absolute misstatement. Over 95%

of the capital is British, and in the hands of British subjects. Those who know the Triumph Co scarcely need reassurance in this matter, and there is no doubt that they have done more for the British motor cycle industry than any other firm in this country, because they stuck to the manufacture when the motor cycle movement was at its lowest ebb, and when other cycle firms were dropping out of it."



"From *Motor Cycling* of Chicago, USA: A cartoon culled from an American journal, which is accompanied by false statements, to the effect that European manufacturers are cut off from the Colonial markets owing to the blockades of ports and the prospects of capture by the enemy, and, therefore, 'American manufacturers should get busy'. But, as every Britisher knows, our Navy has swept the seas, and practically all trade routes are still open. Moreover, British manufacturers are still executing orders from Overseas markets."

"SINCE THE DECLARATION of war police trapping has almost entirely ceased...due to many motor vehicles being used in the service of the Government, and owing to the police force being depleted through many of its members being called out to join the Reserves in both the Navy and Army there has been no one to work them. It is indeed pleasant to think that the roads are as free and open in this country as they are in France, but we most earnestly beg motor cyclists not to take unfair advantage of their present immunity...There have been numerous cases of fast driving in places where fast driving is dangerous, and we would therefore earnestly impress upon motor cyclists the necessity to drive with due caution in places where caution is necessary. Taking advantage of an opportunity like the present is not playing the game."



Sidecar outfits had proved themselves as passenger carriers and light commercial vehicles; now they also served as ambulances. From left: The Dalton, the Clark and the Gloria (pictured with Lady Rowley, who was credited with inventing the concept). The final picture shows the

Dalton's equipment locker. (You'll find more sidecar ambulances in the Great War section of the Melange.)

"A LUCKY ESCAPE: Dr Low and his brother were recently working in their laboratory, when someone fired two revolver shots at them through the window. Fortunately both shots went wide and no damage was done. The man who is alleged to have been responsible for this dastardly attempt at murder has been arrested. He is, we regret to say, an Englishman. Dr Low has been busily engaged in Government work lately." And, a few weeks later..."That inventive genius, Dr AM Low, has been doing much work for the Government lately, and recently inspected a new rifle and sent a report of it to the War Office. A man of German nationality, purporting to be the secretary of the inventor, called on him the other day and presented him with a cigarette, which, on being subsequently analysed, was found to contain a sufficient quantity of strychnine to be dangerous, if not fatal."



Bert Sproston, who finished a TT with a broken ankle, had joined so many other motor cycle sportsmen by joining up. Cpl AJ Sproston, riding a Douglas with the Royal Engineers Expeditionary Force, had been mentioned in despatches when he wrote home: "The ACU Six Days Trials conditions prepared some of us for awful conditions, muddy and bad roads, dropping into shell holes, and getting

over pontoon bridges..." Bert is handing his despatch to a French cuirassier who would not have looked out of place at Waterloo.

"FROM MOTOR CYCLES TO AEROPLANES: Harold Karslake, now Corporal H Karslake, of the Royal Flying Corps, writes us a cheery letter, saying he is hard at work preparing a squad of aeroplanes for service at the front and that he expects to go with them. His experience in turning air-cooled engines has stood him in good stead in tackling the somewhat difficle Gnome motors, and he says many little racing tips from motor cycle practice are applicable to the Gnome. Incidentally, he mentions that two foreign spies were captured at Brooklands last week and their car commandeered."



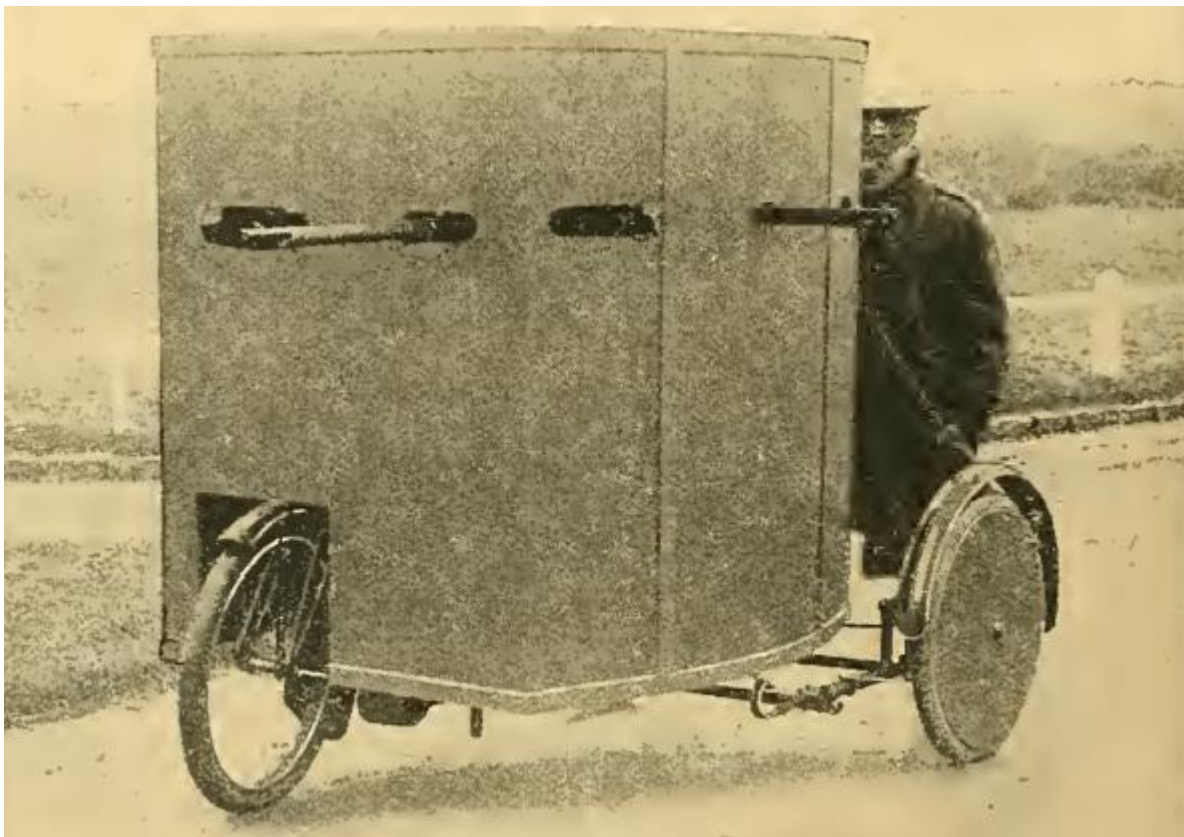
"During the blackberry season the sidecar combination will be much in evidence in out-of-the-way places."

A "CORPS OF SPECIAL RESERVE motor cyclists" was established at Chatham. One of the recruits reported on his experience: "...several men were detailed off for fatigue work, which consisted of going down to the railway station with the traction engine and waggons and loading them up with crates containing new machines, all Rudge Multis and three-speed Triumphs. Our equipment was very complete, and consisted of the following, among other, articles: Large clasp knife, haversack and water bottle, two pairs of good strong boots, two shirts, three pairs socks, toothbrush, hairbrush, shaving brush and razor, boot brushes, magnificent Webley revolver, Cardigan waistcoat, and many other excellent things beside. As uniform we got the ordinary tunic with corporal's stripes, riding breeches, puttees, service cap, and brown leather belt with holster for revolver and case for ammunition. We went to bed that night with feelings that we were lucky mortals indeed falling in with all these good things. Of course, we had to face the fact that motor cyclist despatch riding is dangerous work, but for the matter of that all volunteer work at the front is dangerous, and on comparing our lot with that of the infantry volunteers we could not help feeling that fate had been indeed kind...along with others we were sent on fatigue duty, which consisted of unpacking the crates and fitting up the new machines. We set to work with zest smashing up crates and extracting brand new machines, which came forth glittering and shining masterpieces of modern mechanism. From other boxes came hordes of lamps, horns, mirrors, spare tubes, spare belts, spare tube carriers, etc, etc, etc, and it was our job after unpacking to fit each machine up with these. My friend and I, seeing our advantage, each picked out a machine which we intended, if in any way possible, to secure for ourselves,

and we set to work fitting these up. To a man who has never been able to afford a new machine you can imagine that this sort of thing would be like a dream, and we both hoped we should not suddenly 'wake up'. Later on in the day we had an opportunity of allotting the mounts we had chosen to ourselves definitely...Some men were sent to Stirling, others to Limerick. We were both sent to the same company at Aldershot, and so started off for the great military centre that evening on our new mounts, full of zest for our new life..."



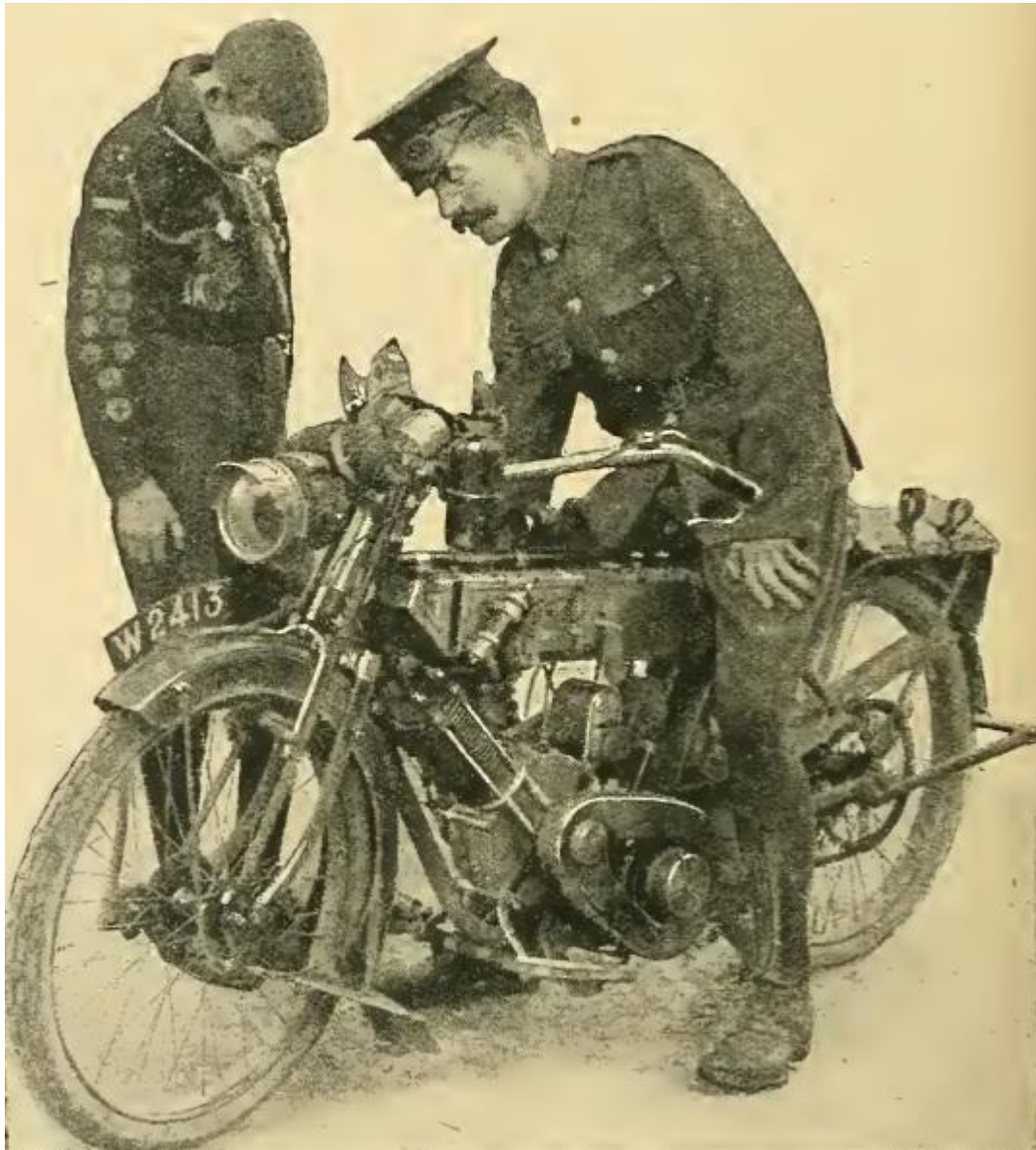
Lieutenant NW Khalioutyn (P&M) won the award for military riders in the Moscow MC's Moscow-St Petersburg-Moscow trial.



The Golby Sidecar Co of Coventry built a wooden prototype of an armoured combo.

"WE UNDERSTAND THAT Cyril Pullen, who won the Senior Tourist Trophy Race this year on a Rudge-Multi, is now serving as an air mechanic in the Royal Flying Corps Sub-depot, Sheerness. A large number of well-known competition riders are acting in the same capacity."

“WE UNDERSTAND THAT Messrs Phelon & Moore have been ordered to supply 200 of their motor cycles to the Russian Government for military purposes immediately...The Belgian Government last week placed an order with the Enfield Cycle Co for 50 3 hp Enfield motor cycles for the use of despatch riders.”



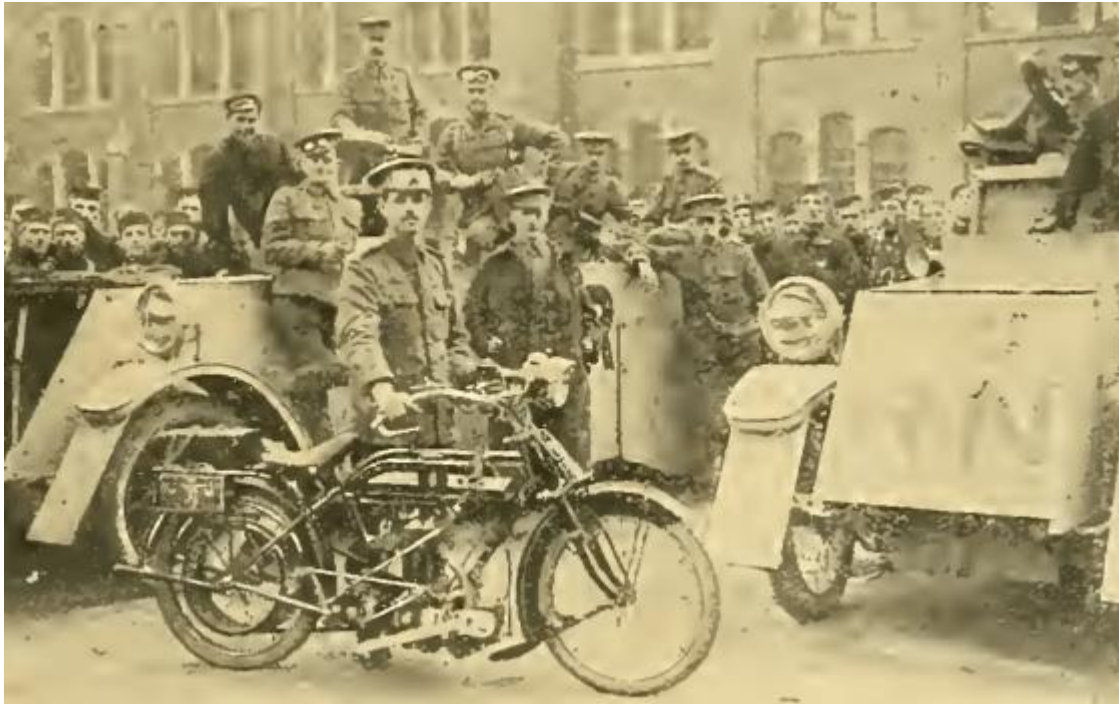
“Corporal

Dickinson, a despatch rider attached to the Sheffield Division Royal Engineers, explaining the mechanism of his P&M to a Boy Scout.”

ENFIELDS FOR THE FRONT: The Belgian Government has just placed an order for 50 3hp Royal Enfield motor cycles, and the machines were despatched to the front at once. We believe that this is the first Government order in this country for V-twin machines, and from what we know of the Enfield from personal experience, we should say that the Belgian Government will have no reason to regret their choice.

“PROBABLY NO CLASS OF young man is more eminently adapted for warfare than the average motor cyclist. He is, in the main, young, sound, and, by virtue of youth, generally free from family responsibilities. We feel that, although much has been done by motor cyclists to assist the Army, more might yet be done. Most of these young men belong to a class with possessions

worth defending. Let them then defend them. The noble response made by the working classes, who are not blessed with much of this world's goods, should set a shining example to these more fortunate young men."



"Retirement of brave Antwerp defenders through Belgium: A motor cyclist scout attached to the Royal Naval Brigade who has done good service between Antwerp and Ghent, photographed at ———. Observe the armoured cars."

"THE AUTO CYCLE UNION has been approached by the First London Machine Gun Battery for assistance in the enlistment of 50 motor cyclists. The battery is a privately raised force which will be attached to a battalion, which is probably leaving for the Front within a month, and is at present in camp at Wembley Hill. About 25 men are required as motor cyclist despatch riders, and the remainder will be required to be equipped with sidecar machines, which may also be needed to pull machine gun trailers. The men will be required to enlist for three years or duration of war, and must provide their own kit, which will cost in each case about £5. The machine will be taken over on the ordinary War Office terms. Motor cyclists desirous of joining should apply for further particulars to the Recruiting Office, 104, Victoria Street, London, SW."



“A

daring riding feat by Corporal Taylor, who is attached to the West Riding Royal Engineers. The photograph is unfaked and taken whilst the machine was in motion.”

“WE HAVE RECEIVED A LETTER from the 25th County of London Cyclists’ Battalion, Fulham House, Putney Bridge, SW, which reads as follows: ‘I beg to announce that the makes of machines accepted by the War Office have been limited to the following: Douglas, Triumph, P&M, Rudge, Rover, BSA, and James (single-cylinder). Hugh BC Pollard, Inspecting Officer, London Motor Cyclists’ Reserve Committee.’”

THE TIMES REPORTED: “Where the Germans obtained their vast army of motor cars and motor cycles might at first be thought a mystery, but out of the fifty that the writer saw gathered before

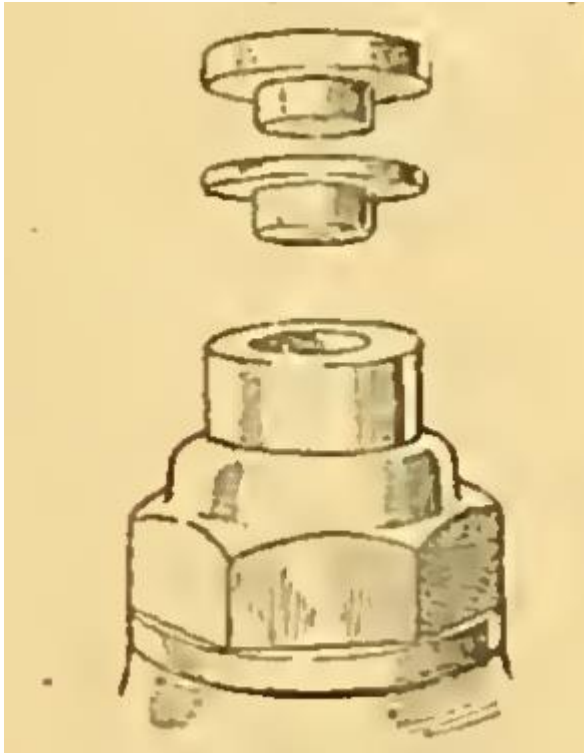
the head quarters over one half were of foreign make, there being many English and a few American cars among them. There are with every brigade motor cyclists, many possessing English and American motor cycles.”



The French government requested all vehicles “likely to be of service on the war”. This batch is pictured at the Place des Invalides.

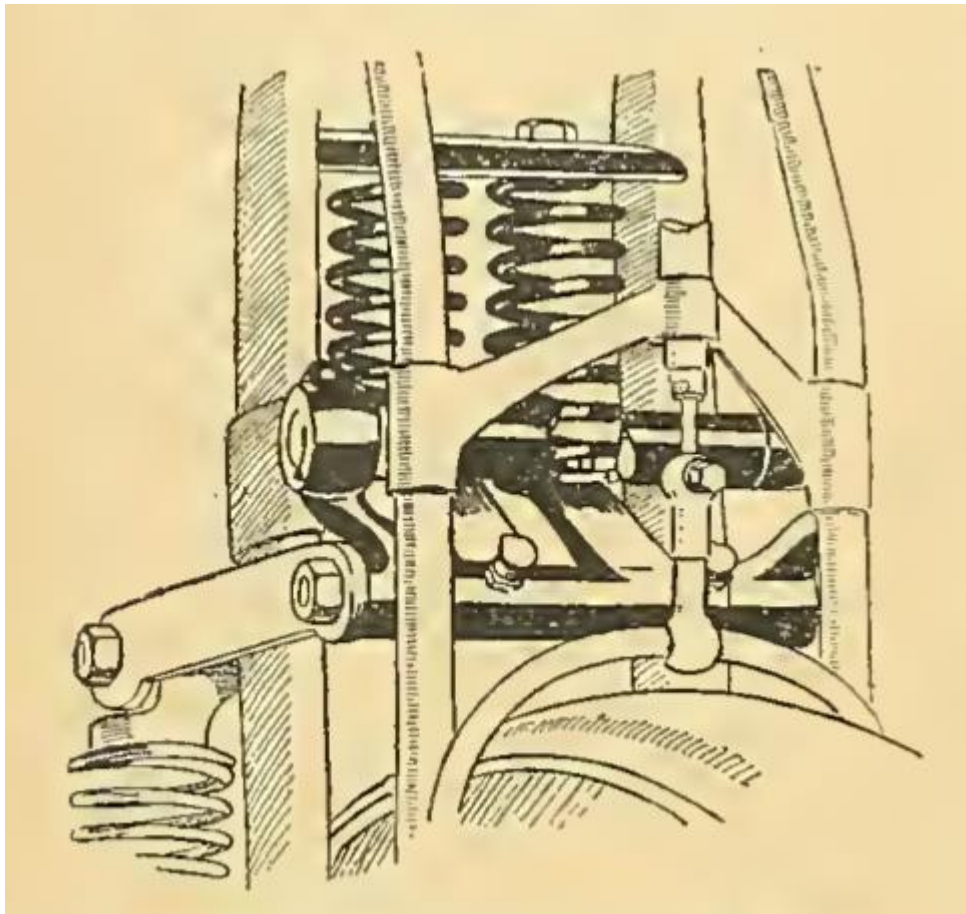
“AS SHOWING THE CARE exercised by the authorities in guarding the roads, we hear that W Whitaker, a member of the Woolwich, Plumstead & DMCC, was stopped no less than 21 times on a recent journey from Dover to Woolwich. Near Ashford he noticed a steam roller held up, and the driver and his mate asked to prove their *bona fides*.”

“I ILLUSTRATE HERewith the type of adjustable tappet employed on a certain foreign cycle car,” Ixion wrote. “As the sketch shows, the tappet is very cheap to make, and the adjustment is made without the aid of tools by the substitution of a thicker capping disc. I think it is preferable to the usual type of adjustable tappet, which embodies two or three nuts, and is a fiddling thing to set.” Shim tappets...I wonder if they caught on?



A 1914 precursor of shim tappets.

THE COMMERCIAL INTELLIGENCE DEPARTMENT of the Board of Trade reported that South Africa was Britain's most valuable export market. "The value of the imports of motor cycles from all sources to that Union from 1908 to 1913 are: 1908 £10,634; 1909, £12,743; 1910, £22,032; 1911, £72,938; 1912, £154,236; £1913, £223,524. The United Kingdom has been far the greatest exporter, and her share of the trade represented by the figures above has been over 90% for the past four years...Our American rivals are keenly seeking to fill this valuable market, and Japan is another country where they have actually made headway at the expense of the British manufacturers. The British Commercial Attache at Tokio, in his report on the trade of Japan in 1913, states that the value of the imports of motor cycles was only £6,900 in that year, as compared with £9,800 in the previous year. The imports from the United Kingdom diminished by £2,800, while those from the United States and other countries increased. This seems a market which our manufacturers might well seek to regain."

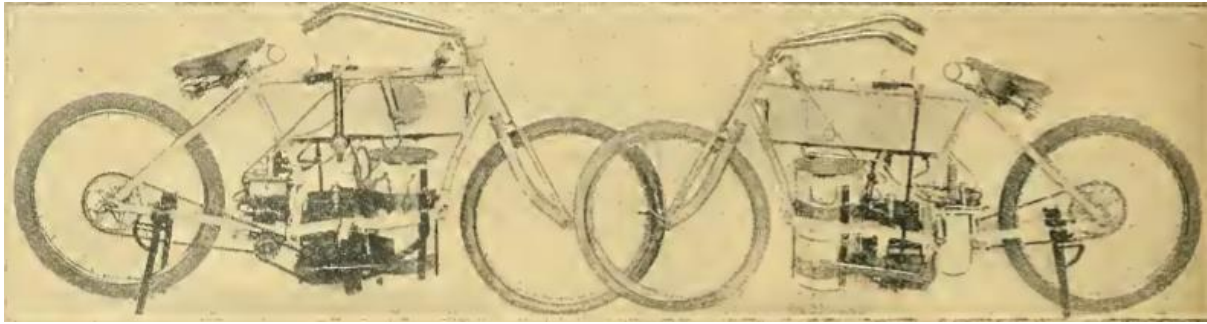


Druid uprated its

forks, which now boasted four springs.

“THE DRUID SPRING FORK, the most extensively used shock absorber on motor cycles, has stood the test of nearly ten years’ use in practically every country. How well we remember early in 1906 the late Mr A Drew calling at our offices with one of these forks attached to a 3hp magneto Singer, and demonstrating its efficiency to us on a piece of rough paving near our offices. Now, nearly ten years later, an improved type of fork has been introduced, with the object of overcoming the dithering or bouncing action which users of Druid forks well know occurs when striking a rough stretch of road at speed. The characteristically neat appearance of the Druid fork has been in no way affected by the provision for combined action of the forks—which is the feature of the latest design...The top links are attached as usual, but the forward ends of the lower links, instead of being pivoted to the main fork, are attached to a floating bar which is pivoted to the fork at the bridge piece, its movement being governed by a pair of coil springs acting on arms formed with the floating bar. The construction, therefore, permits of a slight forward and backward movement of the wheel, while the normal Druid up-and-down motion is retained in the usual way. A neat bridge piece is formed to take the brake stop, and the shoes are arranged to permit of quick detachment of the front wheel.”

“IN THE COURSE OF their march through Belgium the Germans levied blackmail, as is well known, on various towns. Ghent, in addition to being ordered to supply a large number of cigars and barrels of petrol, had also to supply ten motor cycles. We hope they were not in perfect running order!”



After six years' work, Mr Field of Clacton-on-Sea completed a twin-cylinder, single-acting variable-expansion, high-pressure steam motorcycle. It weighed 160lb and developed 6-8hp. "A small quantity of methylated spirit is poured into the burner channel, and allowed to burn for three or four minutes. When sufficient heat has been imparted to the burners the water and fuel regulators are opened, and by walking the machine for three yards starting can be effected."

"TERRITORIAL MOTOR CYCLISTS: Within seven days of the outbreak of hostilities the Territorial units were all filled, and in addition a large number of motor cyclists were on the War Office waiting list. Also, the ACU has a list of 1,500 motor cyclists indexed in the various localities in which they reside, and from which motor cyclists can be supplied as required. The Liverpool office of the ACU has supplied a large number of men for the Mersey defences. Indeed, so great has been the Response that it is unlikely that many of the riders who have offered their services will be required, and our readers are advised to seek other outlets for their patriotism, eg, the firing line, where it is reported that the coveys of Germans are very numerous, well grown, strong on the wing, and likely to provide excellent sport."

"WHAT NEW ZEALAND CLUBS ARE DOING: Immediately on receipt of news that war had been declared between England and Germany the respective secretaries of the Pioneer Athletic and Bicycle Club (Motor Section) and the North Canterbury MCC wired the Prime Minister of Dominion (Right Hon WF Massey), offering the services of the clubs to the Defence Authorities. These offers have been accepted, and members of the clubs appointed as despatch riders. The Pioneer Club also decided to hold a rally to collect money, etc, by motor cycle and sidecar rides in aid of the Patriotic War Fund. The fund is mainly to help to provide equipment for members of the Expeditionary Force, and to maintain those dependent on the volunteers for the force."



“Returning from a picnic: Mrs Hunter of Hull on her 6hp Rex sidette with two lady passengers, photographed on the Withernsea Road near Hedon.”

FAMOUS CHAIN MAKER’S ADVICE: Mr Hans Renold, addressing his workpeople and office staff the other day, said that there were two ways in which a man could be of service, one was to shoulder a rifle and take his place in the ranks, and the other was to keep the business of the country going and thus contribute to the support, not only of those who were fighting, but also of their dependents who were left behind. He urged every young man without ties and family responsibilities to volunteer immediately.

“MOTOR CYCLIST AS RANGE FINDER: The *Express* relates a stirring story of the earlier stages of the battle of the Aisne. A motor cyclist dashed almost within touch of the German troops in order to ascertain the accuracy of our heavy gun fire. Speeding back unscathed, he reported that some of the shells were falling some four hundred yards short. The range was then corrected with deadly effect. Later in the day the same motor cyclist had his machine literally blown to pieces from under him by the bursting of a shell; the rider was wounded, but escaped death by a miracle.”

THE PRESS ASSOCIATION REPORTED: “The fine work of the volunteer British despatch riders has called forth the warmest praise of the Allies’ commanders, who have been enabled through their services to maintain a constant communication along the huge front, extending about 240 miles from the Somme to the Moselle, and along the frontier of Alsace Lorraine. Many of these young fellows are just fresh from the Universities, and have had no previous military experience, but they show remarkable dash and bravery while travelling on motor cycles through country infested with enemies. Yesterday an Australian youth from Cambridge, while speeding along a country road, met a party of 14 German cavalymen. He was unable to turn, and drew his revolver and shot down an officer and one man. The others turned and fled, and the despatch rider was able to deliver his despatch, which informed a corps commander that Germans were in the vicinity, and thus prevented what might have been a disagreeable surprise. One member of the corps has been promoted from corporal to lieutenant in three weeks.”

“QUICK DELIVERY: WE LEARN from Messrs Douglas Bros that on Saturday last they received an order from the War Office for 90 motor cycles, and that the whole of these were duly delivered by the following evening.



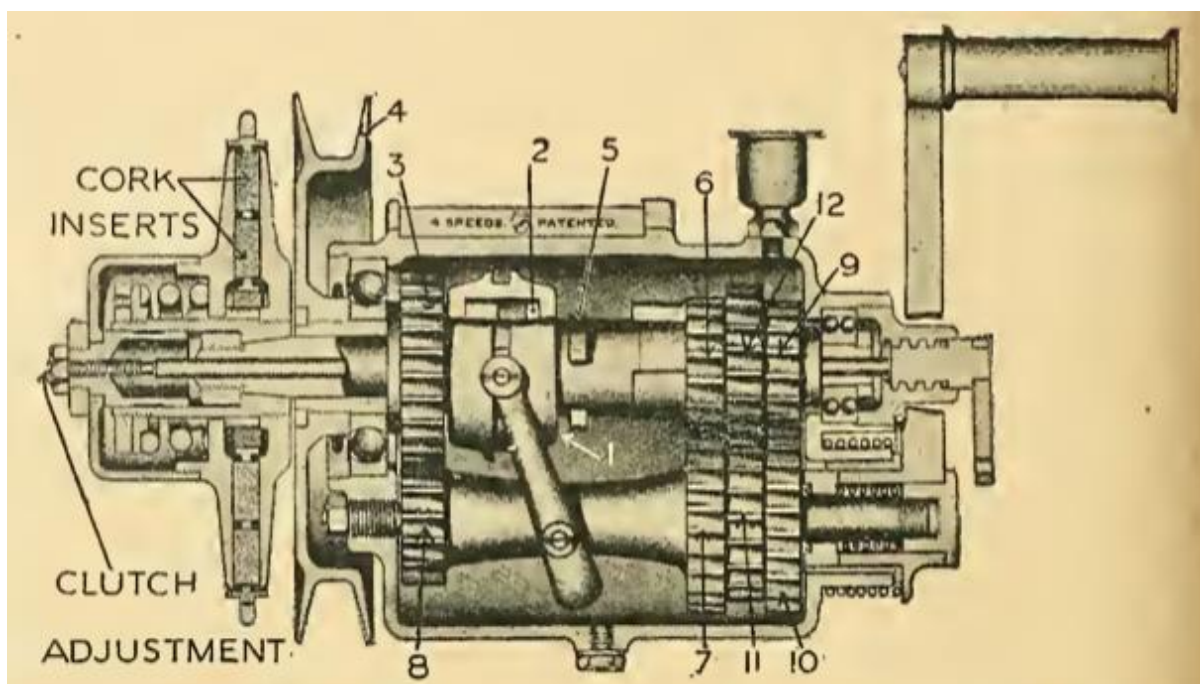
The Dublin & DMCC went beach racing at Portmarnock. This is the start of the six-mile open scratch race (under 500cc) which was won by CB Franklin (3½hp Indian), ahead of F Holmes and TE Greene (both on 3½hp Rudges).

“THE VICTORIA MCC HELD A 25 mile road race in the form of an ‘Out and Home’ race between Cragieburn and Wallace on the outskirts of Melbourne, when record speeds for Australian motor cycle racing were established by Eric Tyler, who finished first on a 7hp Indian in 23min 55.2sec, the average speed being 63mph. The race was run as a handicap and 20 started, the limit man being C Kelynack (2¾hp Sunbeam), who was allowed 4½min start. RE Dowel (8hp JAP), E Tyler (7hp Indian), J Booth (7hp Indian), and H Jenkins (7hp Indian) were the scratch men. Probably the fastest machine in the race was Dowel’s JAP, but unfortunately this rider was involved in a most serious smash. This occurred through the risky method of running the race; owing to the ‘out and home’ nature of the contest, the competitors occasionally met each other at high speed. Dowel and Booth had arrived at the turn at about the same time, and rapidly gaining on some riders in front were soon in their dust, and when travelling at a speed of about 65mph met a rider named Thornton travelling in the opposite direction. Their handle-bars locked, with the result that the riders were thrown with terrific force, both of them being flung 10 or 12 yards away by the force of the collision. The two machines remained locked for an instant, and Booth, who was following, was in great danger of becoming sandwiched between them, but luckily in the nick of time the machines opened out and he got through. However, expecting a severe smash he tried to jump off his machine, with the result that he turned a complete somersault, pitching on his head. Luckily he was wearing a padded safety helmet, which saved his life, though, of course, he suffered from severe shock, and he and Dowel and Thornton had to be removed to hospital. Tyler (7hp Indian), the ultimate winner, rode splendidly throughout, and won by about a mile and a quarter from Jenkins, while close behind was Parsons (3½hp Precision), who finished third with 2min 30sec start. His Precision was easily the fastest of the single-cylinder machines, and as this was his first race his performance was remarkably good. The final results were: 1, E Tyler (7hp Indian), scratch, 23min 55.2sec; 2, H Jenkins (7 h.p. Indian), scratch, 25min 3.4sec; 3, H Parsons (3½hp Precision), 2min 30sec start, 28min 0sec.”



“Eric Tyler (7hp Indian), winner of the Victoria MCC 25-mile road race from Cragieburn to Wallace and back.”

“THERE WAS NEVER any doubt that the greater the number of ratios a gear possessed, provided that the gear were not complicated and unreliable, the more suited it became to the needs of motor cyclists. Experience has proved that just as the two-speed gear is streets ahead of a single gear, so is the three-speed superior to the two, and now there are indications that the four-speed gear is to receive well-merited attention at the hands of manufactiners. The first of these ready for inspection is the Jardine, made by John Jardine at the huge factory in Nottingham, where a portion of the works and special plant have been set aside for the manufacture of the 1915 model gear. The beauty of the latest gear is that the extra ratio has not been obtained at the expense of complication; in fact, the same number of gear wheels are embodied in the construction as in the three-speed gear, and the additional ratio has been provided by utilising the kick-starter gear and wheel carrying the ratchet, as driving gear wheels. Thus, by a smart piece of designing four ratios are obtainable with the complications of three, but that is not all, for in the latest box the whole of the parts, including kick-starter mechanism, are enclosed in an aluminium case formed in one piece, so that escape of oil is impossible, which npt only spells economy in oil but also a clean exterior casing...two neutral positions are provided, viz, between The first and second, and third and, fourth ratios.” Just as the Brits were moving from three to four speeds the Yanks were moving from two to three. Harley Davidson produced a three-speed box for its 11hp 989cc twin, which was joined by a 6hp single.

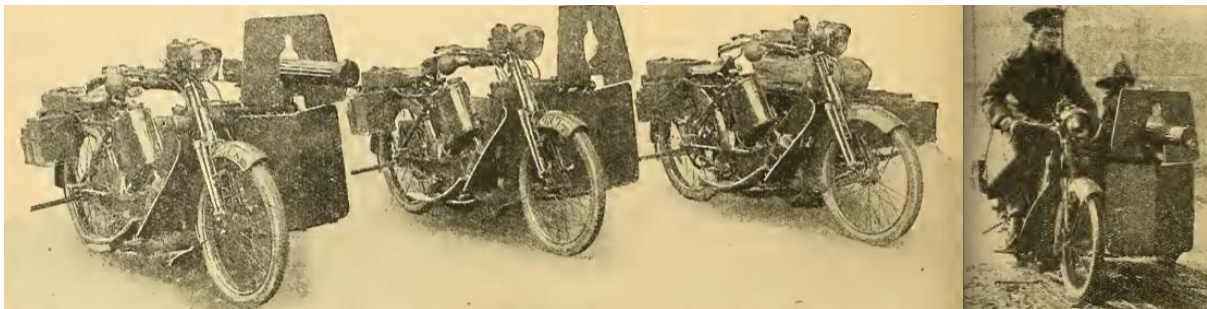


The four-speed Jardine gearbox's clutch could withstand constant slipping and “took up the drive of an 8hp sidecar outfit with wonderful smoothness”.

“THE RUSSIAN GOVERNMENT has lately been occupied in buying a number of motor vehicles for the use of its army... One of the Russian military motor experts, Captain Vladimir Avelevitch Mgebrov, asked for a number of machines of well-known makes to be presented at the Hotel Cecil...The trials lasted several days as the makes included Sunbeam, Humber, Triumph, P&M, Douglas, James, Indian, Matchless, Premier, Enfield, Chater-Lea, Rudge, and Bradbury...The Russian Government representative proved himself to be an excellent sportsman and tried several of the solo machines by riding on the carrier and making them take him up the more severe gradients...James, Premier, Sunbeam, Chater-Lea, and Humber were successful in obtaining valuable orders, and these have to be executed in three weeks or less, so that they may arrive at Archangel before that port is closed by ice for the winter months.”

“THE RUDGE COMPANY and, it is said, the BSA and Indian companies, have in hand orders for motor cycles for the Russian Government. The terms of the Russian Government's orders are extremely severe. Though a certain supply of spare parts are ordered with each batch of motor cycles, these must not be touched for two months, and should any part of a machine give out within that period, the Russian Government exact a penalty amounting to ten times the makers' list price of the defective or broken part. There is a likelihood of a number of well-known riders spending their winter in Russia looking after the army motor cycles.”

LAST WEEK A PARTY OF MOTOR CYCLISTS, now in training at Bisley, were sent to Woolwich to fetch 18 Scott sidecars with quick-firing guns, such as we have illustrated. The procession of so many armoured sidecars through the suburbs of London naturally caused a sensation. The journey was successfully accomplished, though several of the motor cyclists had never handled a Scott before. One managed to bowl a dustman over.

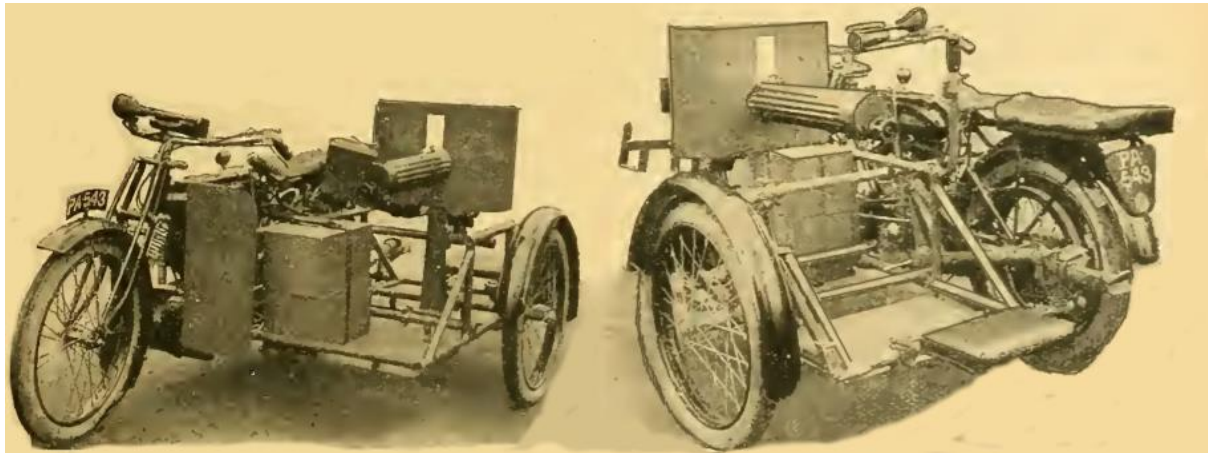


“The Scott sidecar machine gun battery. One sidecar carries a quick-firing gun; there is a spare machine ready fitted up for the gun, and still another carrying ammunition and baggage. (*Passed by the Censor.*) Batteries are being formed, consisting of 64 non-commissioned officers and men, who will be equipped with quick-firing guns mounted on Scott and Enfield sidecar machines...Practising firing at full speed on the road.”



““Two aspects of the 6hp Enfield sidecar machine gun which is arranged to fire rearwards...Frank Cody (son of the late Colonel Cody), who is driving one of the Scott sidecar machine guns, and his gunner. (*Photograph passed by Censor.*)

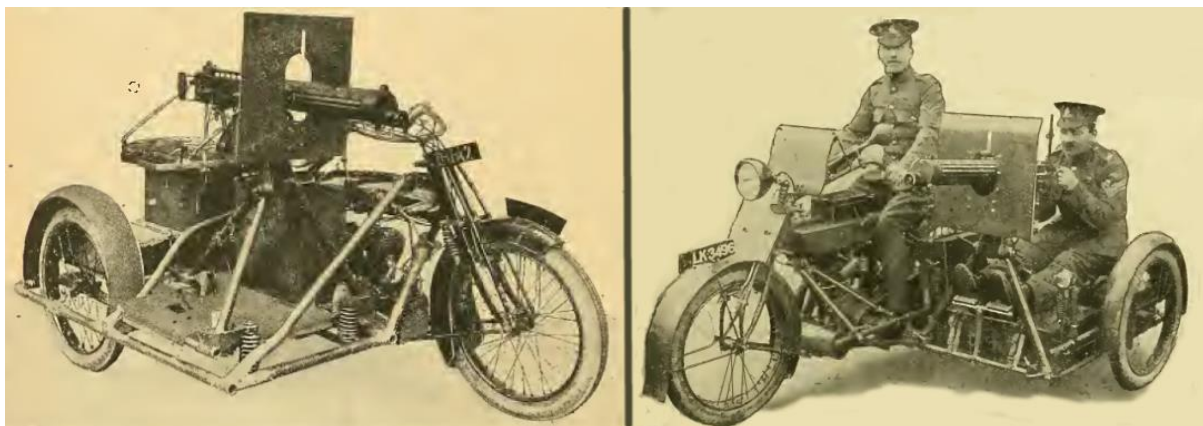
“WE RECENTLY HAD AN opportunity of inspecting a particularly fine sidecar outfit on which a quick-firing gun is mounted, Mr FV Barnes, of the Zenith Company being responsible for the design of the sidecar chassis. The sidecar is constructed throughout of straight tubes and is immensely strong. In the centre is a column supporting the gun, on which it is pivoted, providing an ample amount of lateral movement. A locking device holds the gun in position, so that it is held rigidly until its use is required: the gun may be worked either ahead or astern, as by undoing the locking screw referred to the gun may be lifted out, turned completely round, and used in the reverse direction. When the gun is in action a ‘spade’, which is hinged to the near side sidecar member, can be let down so as to hold the combination steady while the gun is being fired. If the sidecar is lifted up and the leg pushed forward it makes an efficient sidecar stand.”



“The Zenith sidecar machine gun outfit: The right-hand view shows the vertical handle which acts as a support to the man on the carrier. This handle also carries a ratchet type brake.”

PREMIER PRODUCED A SIDECAR outfit designed to carry a machine gun. “Hitherto, the sidecar machine guns which have been utilised for service have been pleasure type vehicles adapted for the conveyance of a light machine gun, but the Premier product is specially designed throughout for the work in view. Mounted upon the ordinary chassis is a sub-platform supported on large diameter coil springs, a metal tray extending its whole width. A most novel feature of the Premier war implement is the snap security for the legs of the tripod on which the machine gun is mounted. By depressing a clutch pedal the claws securing the feet are released, and the gun complete with its tripod can be re- moved quicker than it takes to tell...The ammunition tray swivels together with its ammunition as the gun is moved, which simplifies the rapid feed of the gun.”

THE AMOUNT OF INGENUITY displayed in designing the quick-firer machine gun sidecar combination is quite wonderful. The latest addition to the already imposing fleet of these flexible instruments of war is that turned out by Messrs H Collier and Sons, Woolwich, SW. The Matchless combination has a specially-built sidecar frame of great strength, and on it the gun is mounted on its own tripod, a most important matter, as it enables it to be quickly detached and carried anywhere with the greatest ease and celerity. The ammunition boxes are carried in a case on which the gunner’s saddle and footrests are situated...The gun is mounted high, and can be easily worked from the sidecar in practically any direction.



Left: The Premier outfit was produced especially to carry a Vickers machine gun. Right: The 7hp Matchless carried the Vickers on its original mount and incorporated some body armour.

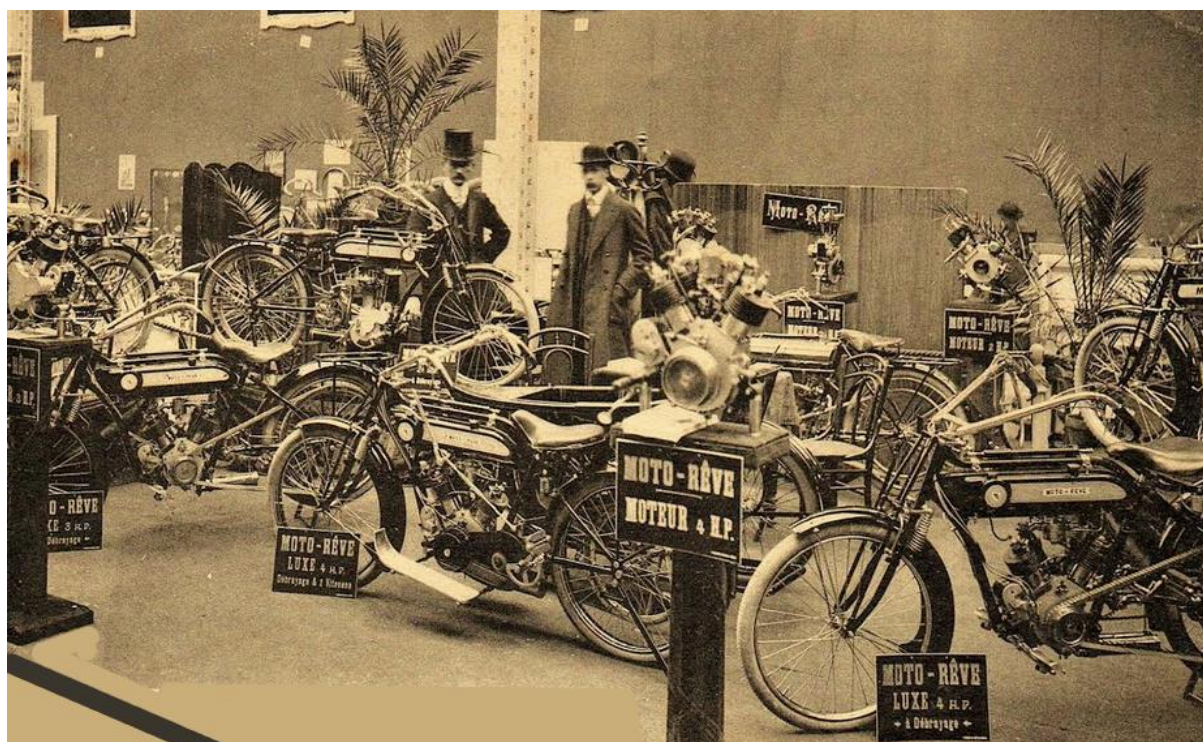


"A

Scott sidecar machine gun in action."



“An English regiment equipped with machine guns on tricars.”



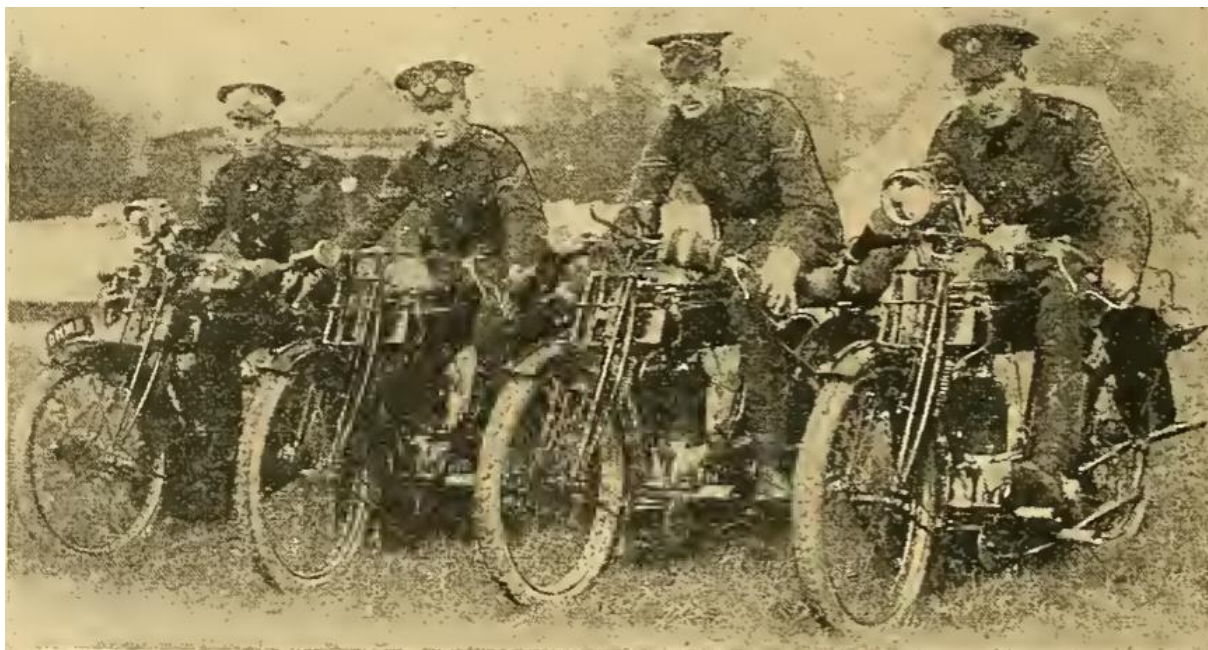
As Europe descended into war Neutral Switzerland staged a motor cycle show in Geneva, which was also the home of Moto Reve.

“IN ADDITION TO THE 1,652 motor cycles, referred to in our last week’s issue which have been ordered from Coventry firms alone for the Russian Army, we are advised that the James Cycle Co have practically completed an order for 260 machines spread over their 4hp big single and 3½hp twin models; 260 machines represented the most the James Co. could turn out in the limited time stipulated. Messrs, Phelon & Moore, too, completed last week their batch of 100 machines, which was exactly half the number of the original order. Owing to the imperative

demand of the British War Office, Messrs Phelon & Moore were obliged to curtail the number of machines called for by the Russian Army. Incidentally, 70 more P&M machines have just been supplied to the Royal Flying Corps...American manufacturers were hot on the scent of the Russian Government order for motor cycles, an enquiry for 900 machines being circulated in the States. We are given to understand, however, that the whole order for over 2,000 motor cycles was finally placed in this country."

A LARGE ORDER FOR COVENTRY: Coventry firms have reason to congratulate themselves upon the order for motor cycles received from the Russian Government, which is as follows: Rudge, 3½hp, 400; Rover, 3½hp, 550; Humber, 3½hp, 300; Triumph, 4hp, 300; Premier, 3½hp, 300; Premier, 9hp, 12...The New Hudson Co, of Birmingham, and the Clyno Co, of Wolverhampton, were also favoured with large orders."

"THE MILITARY AUTHORITIES in Russia having requisitioned for the war a large number of motor cycles, the members of the Moscow Motor Cyclists' Club, over 100 in number, have almost to a man been left without machines. Winter riding in Russia is almost impossible, but in the early spring there will be a great demand for English machines. A number of influential members are at present formulating a scheme for the purchase by the club of a large number of English machines on co-operative principles, for the benefit of the members, and those manufacturers who are interested in export business would do well to send to the secretary, whose address is the Moscow MCC, Khodinka Pavilion, Moscow, Russia."



"Corporals Jardine, Allen, Banner, and Buckley (all mounted on 3½hp three-speed chain-driven Sunbeams), motor cyclist despatch riders attached to the Western Signal Companies at their Headquarters, Wavertree Camp."



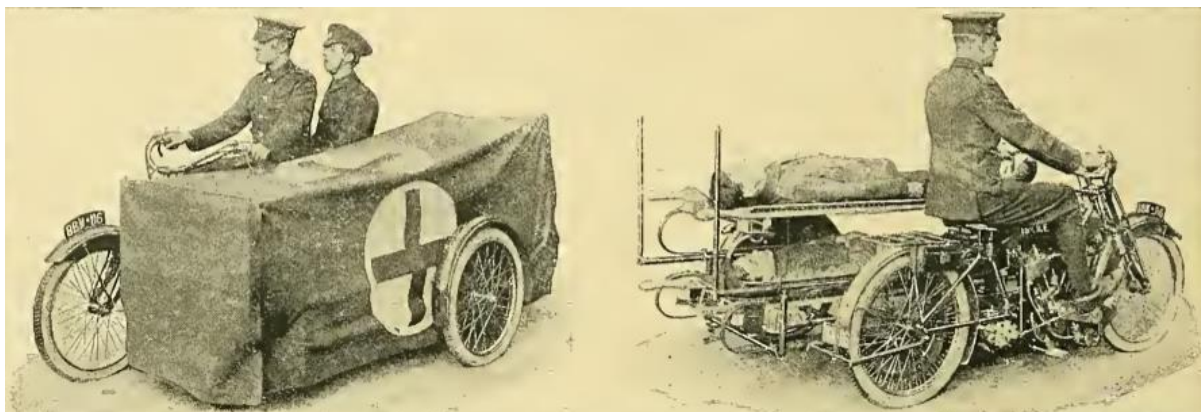
“A group of despatch riders known as No 1 Section, at present stationed at Aldershot, who will shortly leave for the front. The machines are Rudgets, Triumphs, and Zeniths.”



“Sidecars are being put to a variety of uses in the war. Many, for example, are being used by our French allies for transport purposes. These sidecars are a few of a large order completed by the Gloria Company for the French War Office. They are attached to Triumphs.”



“The adoption of sidecars for despatch riders: A group of British motor cycle despatch riders photographed in wintry surroundings. Five of the nine bicycles are Clynos provided with sidecars—a very desirable provision during the winter campaign.”

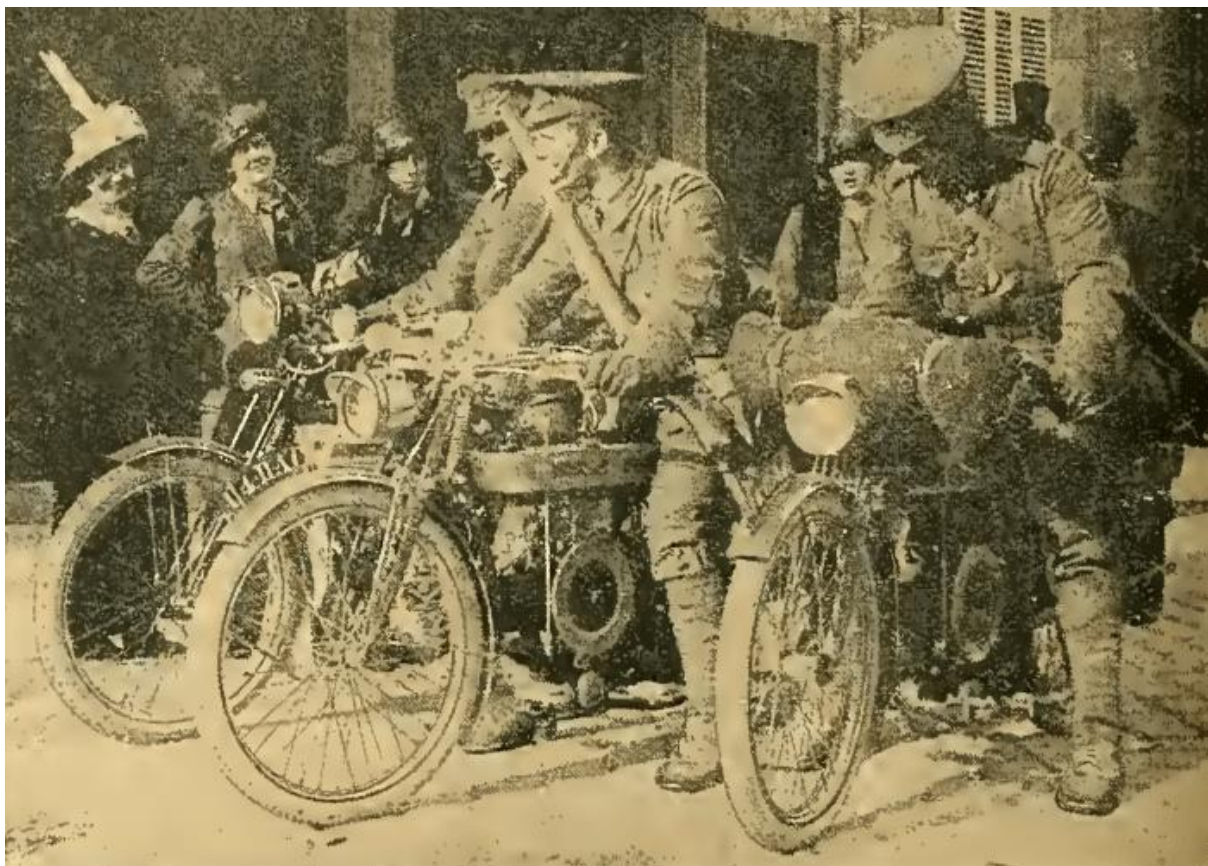


The Red Cross adopted a two-casualty ambulance sidecar powered, in this case, by an 8hp NUT twin with a three-speed box.

“FROM THE REMARKS OF a contributor, we shall see how vastly the organisation of the French motor cyclists differs from our own, and how much France has suffered from neglecting the pastime which we British have so zealously nurtured during the last twelve years: ‘We wear uniforms of all branches of the Service,’ our informant writes, “though our own is a close-fitting blue jacket with four pockets and a low collar, on each corner of which there is a motor cycle in red cloth, while on the arm is the letter ‘A’ (Automobile). The breeches are of red, and puttees blue. On the whole, it is a fairly practical outfit. But as there were too few of these uniforms, many wear that of the artillery—a short tunic reaching to the waist with no pockets, which is most inconvenient...We are all armed with cavalry carbines slung round the shoulder, and carry a bandolier with cartridges, three in each clip. In winter we wear an infantry cape, in which the pockets are inconveniently placed behind the garment...Despite all our troubles, we motor cyclists are in excellent spirits. After our long rides at this time of the year, and the many side-slips we have, we return wet and muddy, and yet find time to amuse ourselves in various ways...Unfortunately we have no motorcyclist officers like our English friends, a point on which I lay especial emphasis, because, unless a man is an active rider, he cannot adequately realise the conditions...When we meet our good friends, the British motor cyclists, we greet them with a hearty handshake, and exchange souvenirs in the shape of buttons and pots of jam. We greatly admire the English machines, especially as regards their comfort and the excellence of detail in the smallest accessory...The most cordial relations exist between the British and French motor cyclists...French motor cyclists are probably as good mechanics and as good riders as their English comrades, but our manufacturers have turned out motor cycles without gears or clutches, which did not matter so much in August and September, but since the roads have become muddy through the rain and cut up by the artillery, the machines, slowed up by convoys, knock themselves to a standstill on the slightest pretext...The repairing of the machines is grossly neglected, and none of the mechanics attached to the artillery workshops understand motor cycles. These repair lorries are mere accessory stores, and have not the tools for repairs, while those of our English friends are excellently equipped, and one of them turned out the other day a complete crankshaft for a car belonging to our staff. Not a bad performance I fancy! The worst of it is the French motor cycle corps was organised in a hurry at the moment of mobilisation. We have all types of machines—English, French, German, and Belgian—as well as several nameless mounts constructed from parts coming from goodness knows where. And the trouble of getting spares, the delay and the amount of red tape involved are appalling. The best foreign machines are the English, which are greatly admired, as are also the officers in charge of the riders. The makes I saw most of were the Triumph, Rudge, BSA, and P&M, and I was especially taken by the Douglas, owing to its easy starting and the way it holds the road in the

grease. I wish I had one of these most attractive machines. The other day one of our men captured a Wanderer from the German Army. This is now used to carry news to the allied troops, to whom Victory will soon hold out a crown of laurels.”

“WE HAVE HAD AN INTERESTING letter from Mr Glynn Rowden, who is at present driving a motor ambulance in France. ‘The motor cyclists,’ he says, ‘are doing splendid work in carrying despatches, but their task is particularly arduous owing to the heavy traffic, as the roads are one long fog of dust. When wet the roads are inches deep in slime and mud. Bent handle-bars, footrests, broken spokes, and lamps are evidence of the difficulties and dangers to be faced. Rims should be stronger and mudguards should be made with greater clearance, as the mud at times completely jams the wheels. Punctures are very numerous, most of them being caused by hobnails from the boots of peasants. The French machines are a long way behind the times, and most have no exhaust pipes or silencers. I saw a French soldier the other day start his machine on the stand and then run, with the engine still firing, and jump on, trailing the stand behind him. There is not much chance to do repairs, and machines, if they go wrong, are scrapped and replaced by new ones. I have just had a chat with a despatch rider who has been bayoneted by a German, and on another occasion had both tyres punctured by bullets, while one night he had a bad spill through being thrown in the darkness owing to a hole caused by a shell. The counter-shaft gears are most suitable for work over here, while extra strong frames and a very low riding position are necessary. The machines doing the best at present are Douglas, P&M, and BSA.”



“British motor cyclist despatch riders passing through —— near the firing line in France. (Two are riders of Douglases, the other of a Triumph.)”

“WE UNDERSTAND THAT THE War Office has revised its list of machines which will be accepted for service. This is now as follows: Triumph, Rudge, BSA, Douglas, and Phelon & Moore. Should

suitable applicants not be in possession of either one of the above-named motor bicycles, which must not be earlier than 1913 models. Government motor bicycles will be provided.”

“THE LIGHTING OF EVEN motor cycles has to be reduced before they are allowed to enter the Metropolis...Last week we heard of cases in which the police actually whitewashed the lamp glasses of motor cycle head lights before their owners were allowed to proceed into town.”

THE AA ERRECTED ITS FIRST illuminated road sign, on top of one of its roadside phoneboxes at London Colney. It “should remove all danger of motorists getting into difficulties at this point when driving towards London after dark”, the Blue ‘Un remarked.

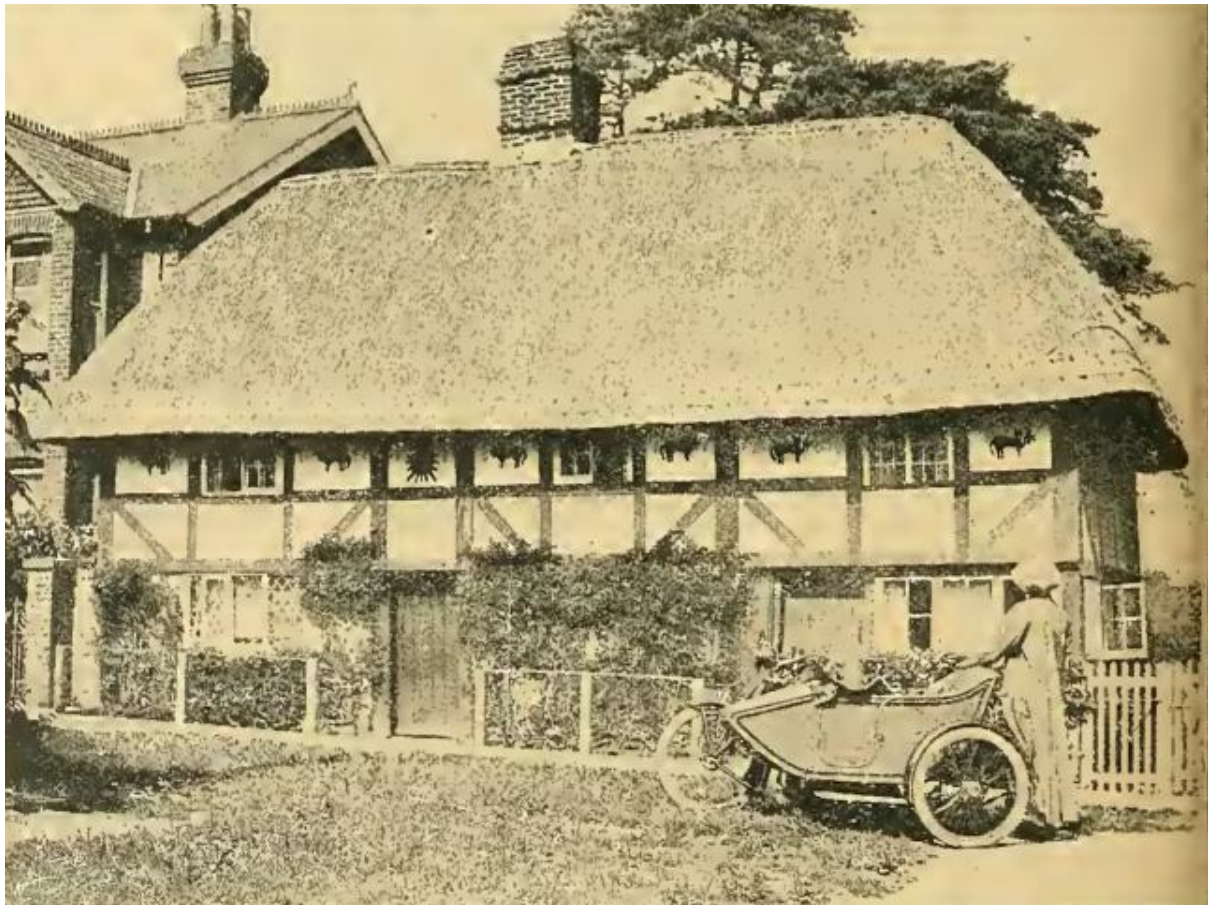
‘WIZARD’ O’DONOVAN (NORTON) ended the year as 500cc record holder with a 81.05mph flying kilometre. S George (Indian) held the 1,0900cc flying kilometre at 93.48mph.

MORE THAN HALF THE ACU’S clerical team had joined up; the ACU topped up their military pay to their original salary. And ACU secretary TW Loughborough wrote: “I feel sure that my committee will willingly waive all claim to any fees in respect of those honorary club members now serving their country.”

“IT IS A THOUSAND PITIES that Mr AV Roe is so busy constructing aeroplanes for dropping bombs on Germany’s aeroplane factories,” Ixion remarked, “ for he is the only engineer who has ever tackled the weather-proofing of motor bicycles in a genuinely sensible fashion.”

“THE DUBLIN & DMCC HELD ITS annual dinner last week, the new president, Mr Gam Curtis being in the chair. The first toasts were ‘The King’ and ‘Absent Members Serving their Country’. It was announced that the club had adopted ‘Carry On’ as a motto, and that it was intended to run off as comprehensive a programme as heretofore.”

“JUST TEN YEARS AGO there was run off a race in France at St Arnouct, some forty miles from Paris, in which a mere handful of competitors took part, but which was destined to be the origin of properly organised international road racing, and a direct forerunner of the Tourist Trophy Race. This was the International Cup race, which was competed for by five nations—England, Germany, France, Denmark, and Austria—11 riders in all. Rignold, Hodgkinson, and Silver formed the British team, and any chance they had of winning was destroyed by frightful tyre troubles. In fact, the race roused a regular hub-bub owing to the alleged malicious strewing of nails on the course to the detriment of the riders. As certain of the home riders escaped scot-free, rather pointed remarks were made that they were cognisant of the presence of the nails. The race was won by France, the actual winner being Demester, who rode a Griffon, then one of the most famous racing machines on the market. The next year an Austrian won, and after that Continental racing fell rather flat, and the Marquis de St Mars set the ball rolling again with the Tourist Trophy. From that day onward British motor cycles have been supreme both at home and on the Continent except for one American victory. Viewing the sweeping successes of English machines of late years on the Continent, it is curious to look back a decade and see with what reverence we regarded our present day Allies as motor cycle designers and makers. But whereas French makers developed their machines along the lines of speed, our manufacturers rather sought reliability, and time has proved the soundness of their methods and the success attending them.”



“Cat cottage, Henfield, Sussex: A former occupant of the cottage, a very eccentric old man, carved the cats which are seen on the walls. Each cat holds a bird in one of its front paws. He then ran a wire round the place, just underneath the thatched eaves, and on this he suspended strings of shells, connecting the whole lot up to another wire inside the cottage. This he pulled at night when his neighbours were in bed, and so annoyed them with the din that they pulled the whole contraption down. He then bored a hole through the end wall and placed an American flag through. The villagers stole it. This second act so exasperated the old man that he enlarged the hole, wrote ZULU HOLE just beneath, and sat through the night with a rifle pointing through the orifice ready to shoot anybody who got too close to his cottage.”

JUST FOR A CHANGE FROM THE BLUE 'UN, here are some short stories from The Green 'Un:

“We hear, on reliable authority, that the new Scotts can ‘corner’ without any signs of skidding, at an angle of 45 degrees. The centre of gravity of these machines is beneath the hubs. Great things are expected of them...Chain breakages should be a thing of the past with the new Renold double-strength chain. This new product fits the old sprockets and will withstand an enormous breaking strain. A feature of it is that the centre bolts have spiral oil-ways cut in them...The Essex Motor Club are to be congratulated upon including cleanliness tests in their two open trials recently. In the last event no gold medals were awarded to any competitor who did not score at least half marks in this test. We should like to see cleanliness encouraged by other clubs, and the riders themselves might be included. Anything which will tend to improve the appearance of the average motorcyclist should be encouraged...The Triumph Co is building a huge extension to their already commodious works in Coventry...A motorcyclist was caught doing 27mph through Wigan recently. As he had no driving licence, he was lucky to get off with fines of 5s and costs...The Russian Government is supporting the proposed motorcycle run over the Moscow-Petersburg-Moscow circuit, a special prize being offered by the War Office. Thirty of

the best Russian motorcyclists have intimated their desire to participate in the contest...One often hears of terrific rpm being reached in bench tests, but such speeds are seldom reached on the road. On the low gear test in the Essex Trial, however, one competitor averaged 24mph from a standing start, and actually attained 30mph on a 12 to 1 gear. The revolutions work out at 4,600, which is remarkable for a single-cylinder motorcycle. Strong valve springs, a drilled piston, and a straight-through carburetter will work wonders...The limit in tank capacity is that of Carryer's TT Royal Ruby, three gallons of petrol and one of oil render the tank more like a small beer barrel than anything else...What is the proper dress for lady motorcyclists? At a recent hill-climb we saw one attired in long TT boots up to the knees, a short skirt down to the knees, and a white sweater. The skirt could be unbuttoned when riding, falling into two halves, which we should not like to call trousers. The tout ensemble was very effective...All motorcyclists going over to the Isle of Man and intending to take their machines with them should remember that these must be specially registered with the authorities there...A novel spectacular 'thrill' will be provided at the 'White City', Shepherd's Bush, during the Anglo-American Exposition, by motor races which will take place in the smallest autodrome in the world. This miniature Brooklands is really nothing more than an enormous bowl, and at its widest point across measures only 60ft. The almost perpendicular sides of this bowl are 14ft high and form the track, and round them four 30hp racing cars, capable of 60mph, will be driven at full speed..."

"MOTOR CYCLISTS ARE cautioned against trespassing anywhere near the high wooded banks at the top of Polhill on Sevenoaks Road, or to the right of Westerham Hill. Cameras should not be used at either of these places."

"AS LONG AS THERE IS breath in my body and petrol in my tank, I shall continue to clamour for the weatherproof hosable machine," Ixion wrote. "Above all, we want the abolition of wire wheels, and the adoption of smooth, streamline crank and gear cases."

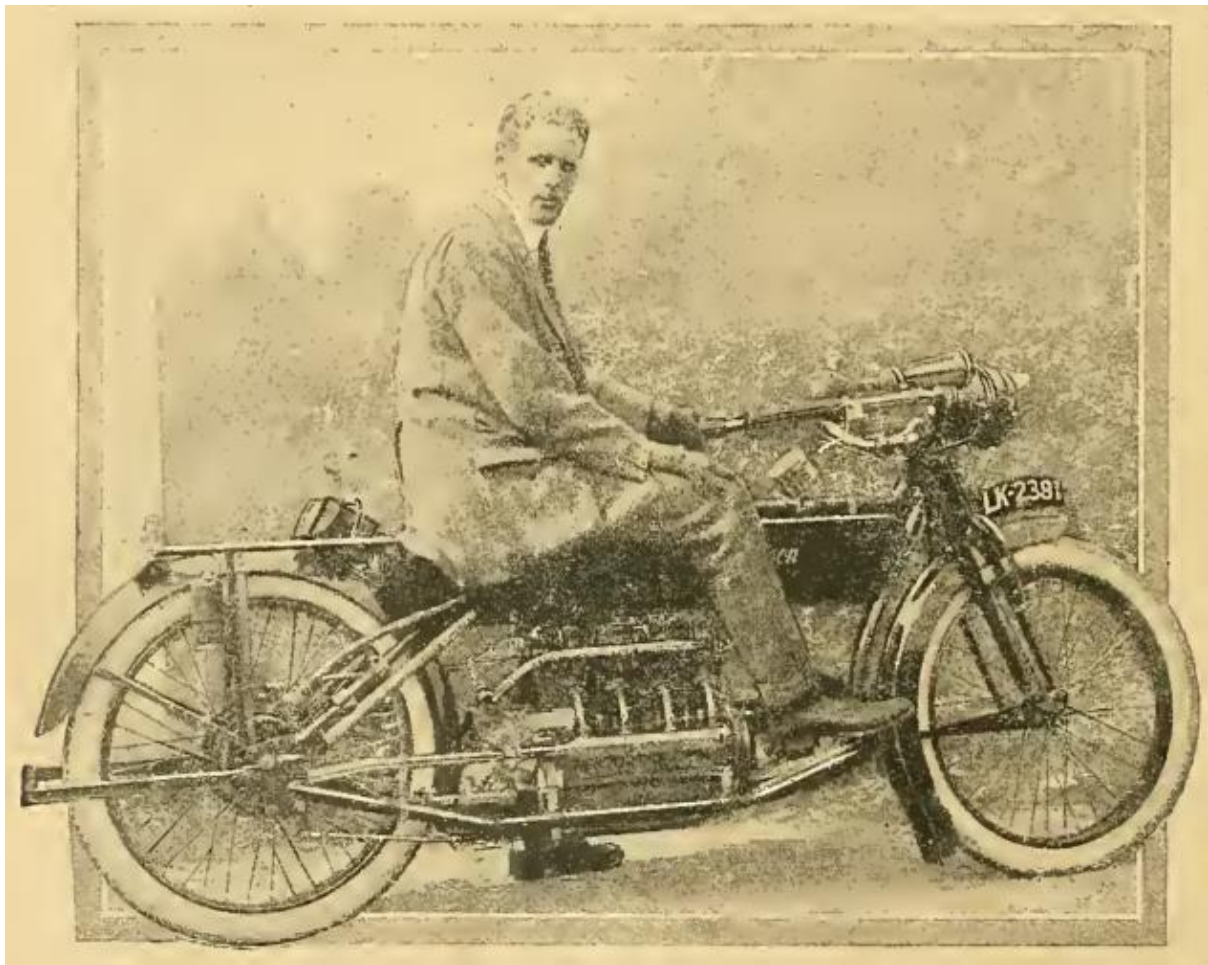
"THE HENDEE MANUFACTURING Co has definitely decided to withdraw from American track racing, and will only participate in long distance road races."

"THERE ARE NO MINERAL deposits in Britain that can be used profitably solely for the production of motor spirit. But there are immense quantities of materials that can be put to profit if all the products, or nearly so, are carefully separated and marketed...These coals vary from the bastard varieties with some 35% of volatile contents up to the true cannel with as high as 69% of volatile matter...All these coals can be mined and treated on a paying basis. In Derbyshire, Notts, Yorks, Lancs, Wales, and Scotland rich beds of these coals are lying idle...On rectification the result [per ton of coal] would be: Motor spirit, nine gallons; paraffin, 14 gallons; tar acid, three gallons; heavy fuel oil, 23 gallons; naphtha, two gallons; lubricating oil, six gallons; plus the residual pitch and wax, and less the waste...Regarding the operations, the plant for gas take-off, cooling, scrubbing, washing, distilling, and cleaning is standardised, and made under guarantee by many makers."

"I LIVE IN CONSTANT FEAR of getting the sack," Ixion revealed. "The war is no golden opportunity for technical journalists, and, as our staff includes several genuine veteran motor cyclists, I am not doing the work of eight men who have gone to the front. When the fateful Friday comes, my plans are all complete. I am going into business as consulting engineer to the motor cycle trade. Did I hear you scoff, gentle reader? I admit I am, technically, a gross ignoramus; but I propose to assist the trade to eliminate the faulty practical details from their machines; and how few machines are not disfigured by at least one such eyesore. I hear to-day from a man who owns a machine which has a colossal factory behind it. He had a front wheel

puncture last week, and when he propped up the machine on it, the stand 'wilted like a tired lily'. Last week I met another man who owns a machine which is supposed to be as near perfection as motor cycles can be in a world still capable of producing Kaisers. He had occasion to repair his compression tap; he found it could not be removed without taking down the entire engine, and even then a special tool had to be made before the errant tap could be disintegrated."

"ACCORDING TO THE *NEW YORK HERALD*, a new fluid to replace petrol has been discovered in America. It is stated that it can be made at a cost of $\frac{3}{4}$ d per gallon. The report continues that a small quantity of naphthalene is added to a large quantity of water together with two secret ingredients which can be bought at any drug store. It will be interesting to see whether anything further is heard of it; in the meanwhile it may be added that the new fuel is said to have been tested on cars with very satisfactory results."



PFW Bush wrote in praise of heavyweights. In 2,000 miles his 10hp, four-pot, two-speed Henderson had averaged 89mpg with no breakdowns and no leaks. In top gear it would run down to 7mph and up to 68mph and would climb the formidable Westerham Hill at over 50mph, or as slow as 15mph.

"IT IS NOT UNLIKELY that the leading clubs in the Liverpool district will be amalgamated in the near future. Such a move, resulting in one powerful and influential body having a common interest, would, we feel sure, be of great benefit to the pastime."

"AN AMAZING YARN: A motor cyclist recently asserted in my presence that he started up the engine of his Scott sidecar outfit, and on letting in his clutch was astounded to find the machine progress rapidly backwards!" Ixion reported. "I thought he was pulling my leg, until he got

annoyed, and summoned his wife, who immediately corroborated the yarn in every detail...As I have just bought a new and rather expensive hat, which I do not wish to outgrow, I will not tackle the truth or falsehood of the above experience personally.”

“SO MANY MOTOR CYCLISTS having gone to the Front as despatch riders, certain motor cycle clubs are experiencing great difficulty in collecting sufficient funds to pay the big amounts representing affiliation fees due to the governing body. As a result, the resources of some clubs will be taxed to the utmost.”



“Motor cyclist scouts attached to the Armoured Car (Naval) Section waiting under cover. All the mounts are 2¾ hp two-speed Douglasses.”

“THE ACU IS NOW IN A POSITION to carry out private tests for both motor cycles and light cars under 1,100cc. The revised scale of charges is £5 5s per day for a certified trial of one, two, or three days’ duration. The fees for tests extending beyond three days are proportionately lower.”

“THERE STILL APPEARS TO BE doubt in some quarters as to whether the export of motor cycles and parts to neutral countries is allowed, and we hasten to state that such is the case. There is nothing, for instance, to prevent manufacturers of English sparking plugs exporting their wares to Holland or Sweden.”

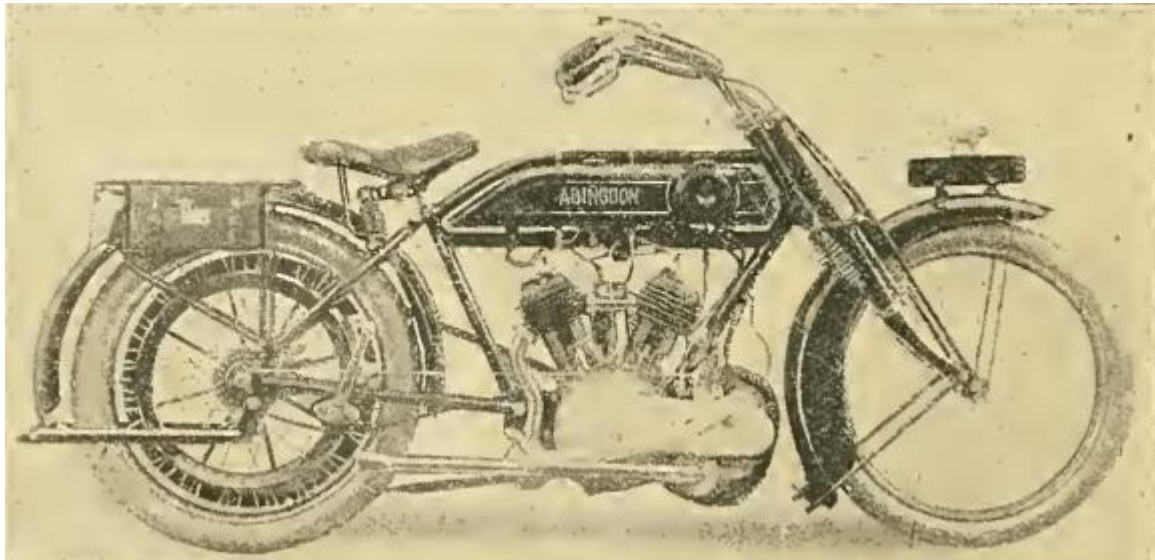
“SIR RK ARBUTHNOT, BT, on many occasions has said that motor cycle riding is the finest training a naval officer can have. Certainly the indulgence in the pastime steadies a man’s nerves, and makes him quick in action and resourceful in times of danger.”

“A READER ACTUALLY SUGGESTS that motorists should boycott all places where, since the outbreak of war, it has become customary to examine all licences. We are afraid we cannot offer any sympathy to our correspondent, as it is extremely important at the present time that every motor cyclist and motorist should be able to prove his identity.”



THE MOTOR CYCLE'S BUYER'S guide included 277 bikes including 117 four-stroke singles, 95 multis and 65 two-strokes. All-belt drive drove 135 bikes; chain-cum-belt, 72; chain, 64; shaft,

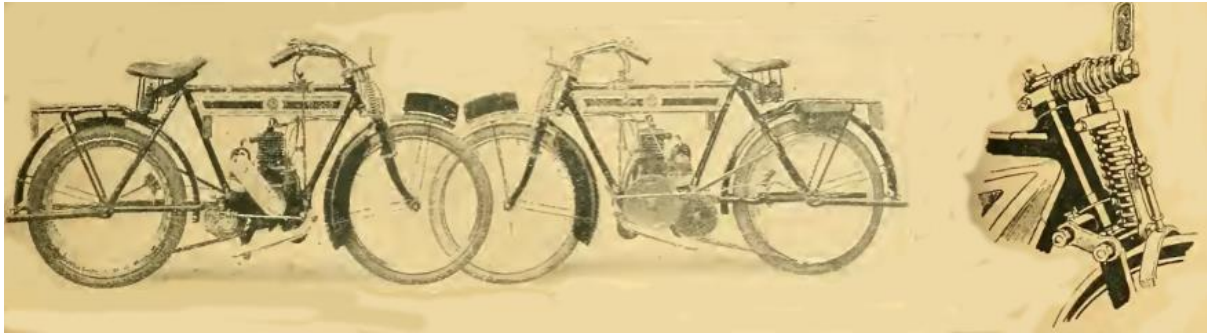
six—121 boasted three-speed transmissions. The guide reported: “Quite a feature of the 1915 models is the fitting of four-speed gear boxes. Now, four speeds are a distinct luxury on powerful machines, but they are much more of a necessity in the case of light- weights. We must not lose sight of the fact that the lower the horse-power the more speeds are required.”



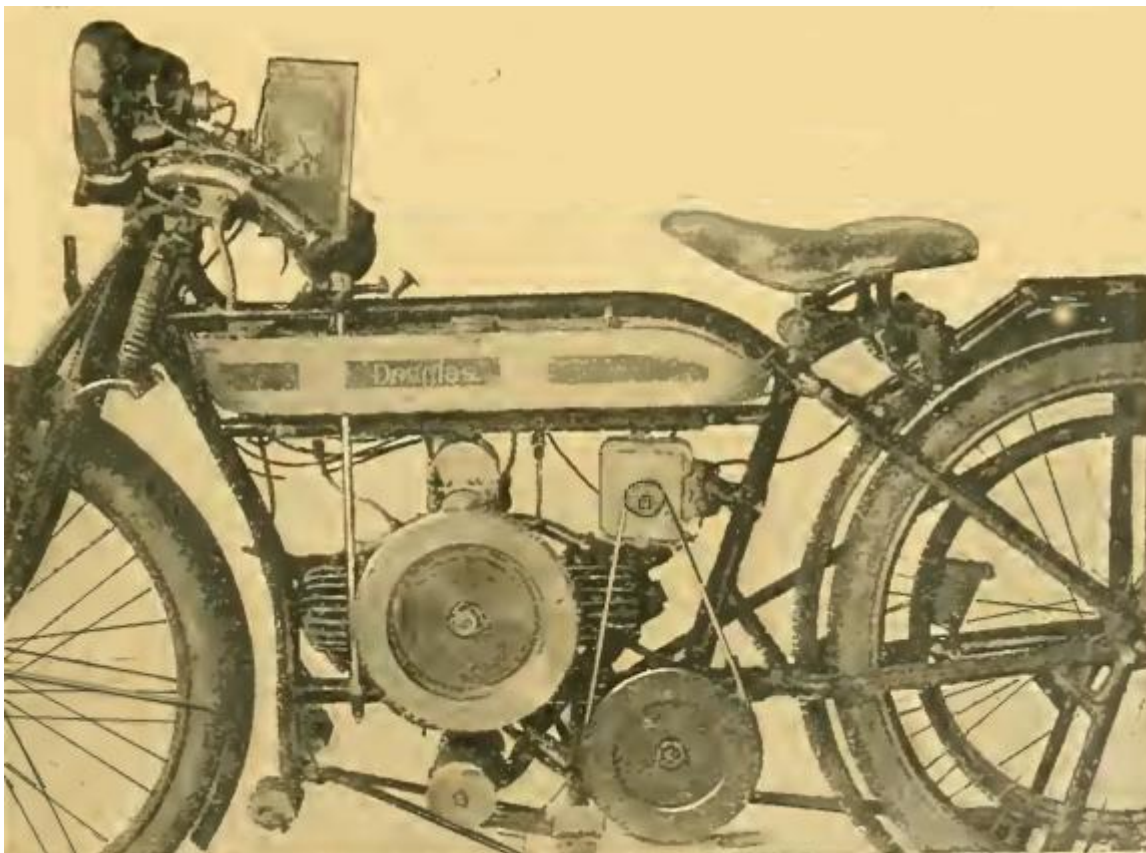
“One of the sturdiest and most complete motor cycles we have yet seen is the new 6hp Abingdon King-Dick...The frame has been considerably altered, largely with the object of making it ideal for Overseas work...the top tube is dropped to give a low riding position...”



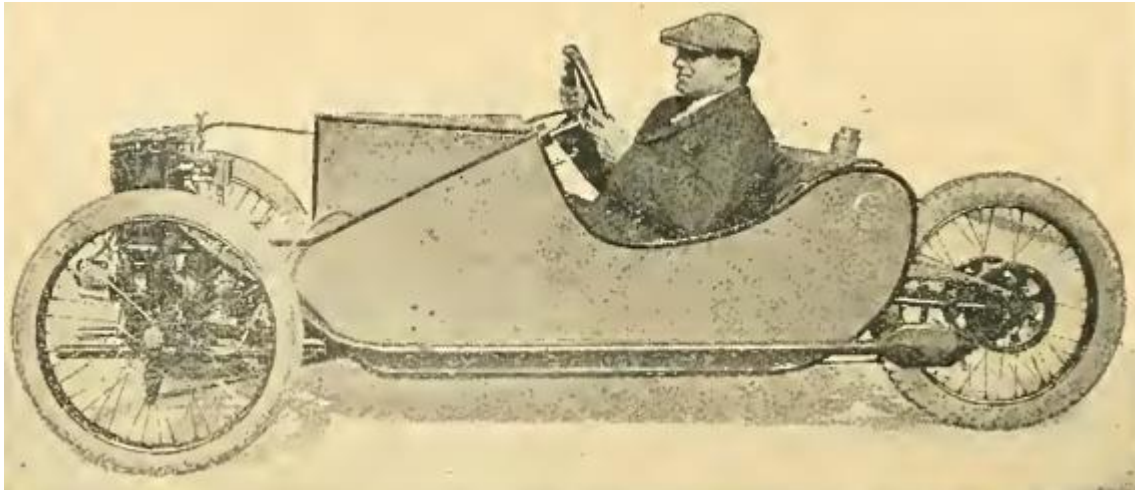
‘King Dick’, the owner’s prize winning bulldog, regularly graced the front mudguards of Abingdon King Dick motor cycles.



“A specimen of the latest 211cc two-stroke two-speed Radco...A two-speed Albion gear is tilted to the bottom bracket, the drive being by belt and chain, and as the single-gear model was a fine climber, this addition should render it a go anywhere mount...The front mudguard has deep side wings, and one of the most important points is in connection with the spring forks...an attachment can now be supplied which gives an additional forward and backward movement.”

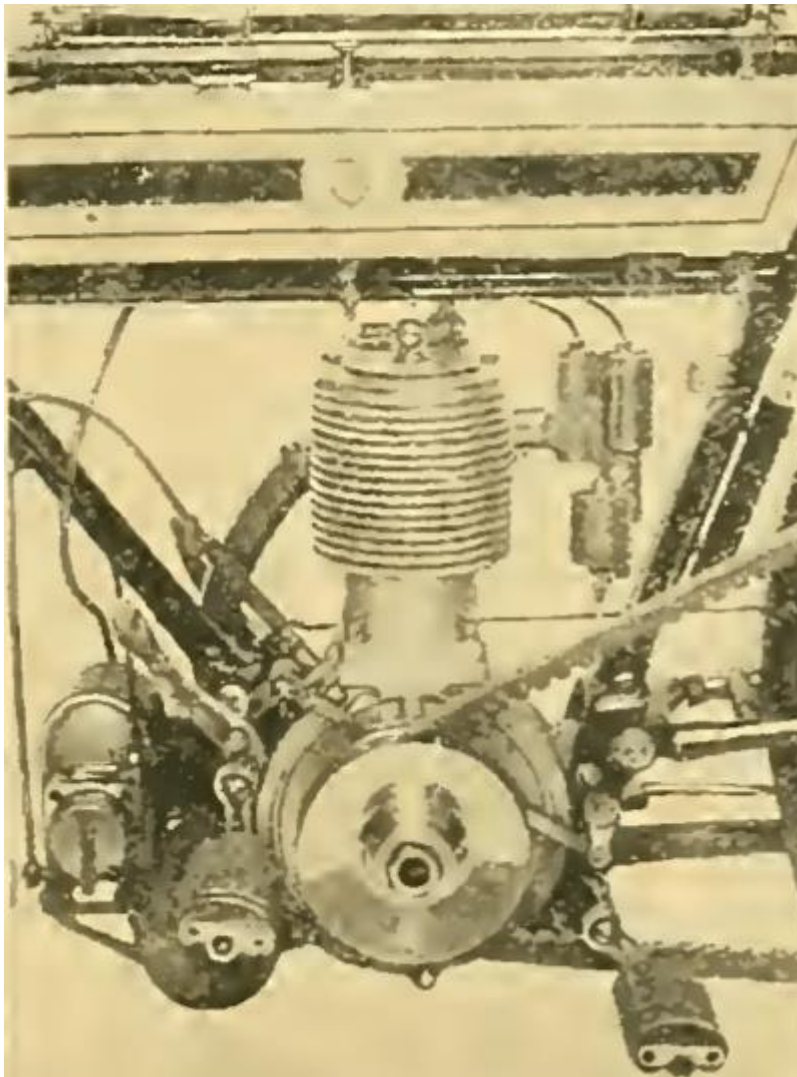


“The FRS Lamp Co of Birningliam launched a dynamo set, pictured on a Douglas. “It is attached to the saddle pillar tube and driven by a belt from a pulley fitted to the counter-shaft. The current generated can be taken to the lamp direct, or used to charge the eight-volt accumulators, which are carried in the position usually occupied by the generator of an acetylene sit...It is claimed that five telegraph poles can be seen quite clearly.”



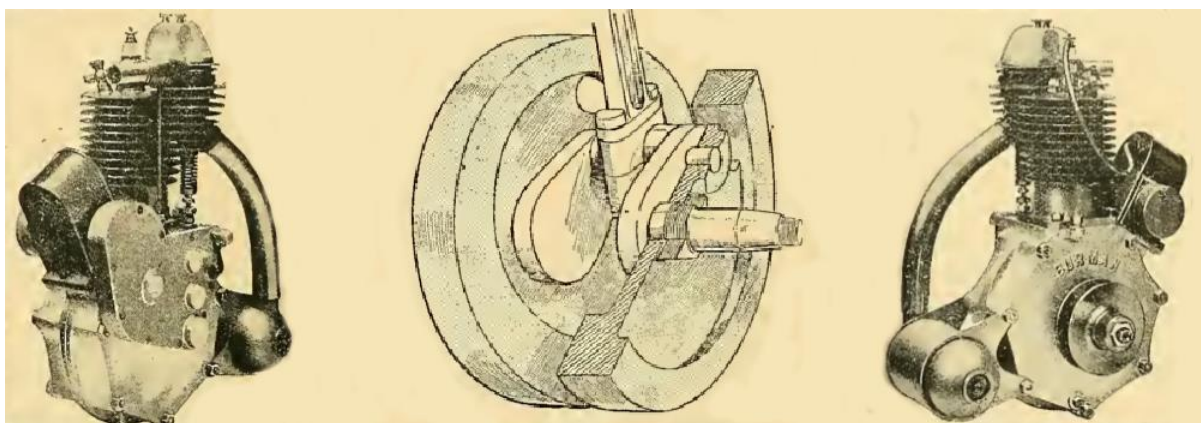
"HFS

Morgan at the wheel of one of his special racing runabouts. The engine is an eight-valve 1,078cc MAG...It can be well believed that the runabout has proved much faster than anything which the Morgan Motor Co. has turned out hitherto.

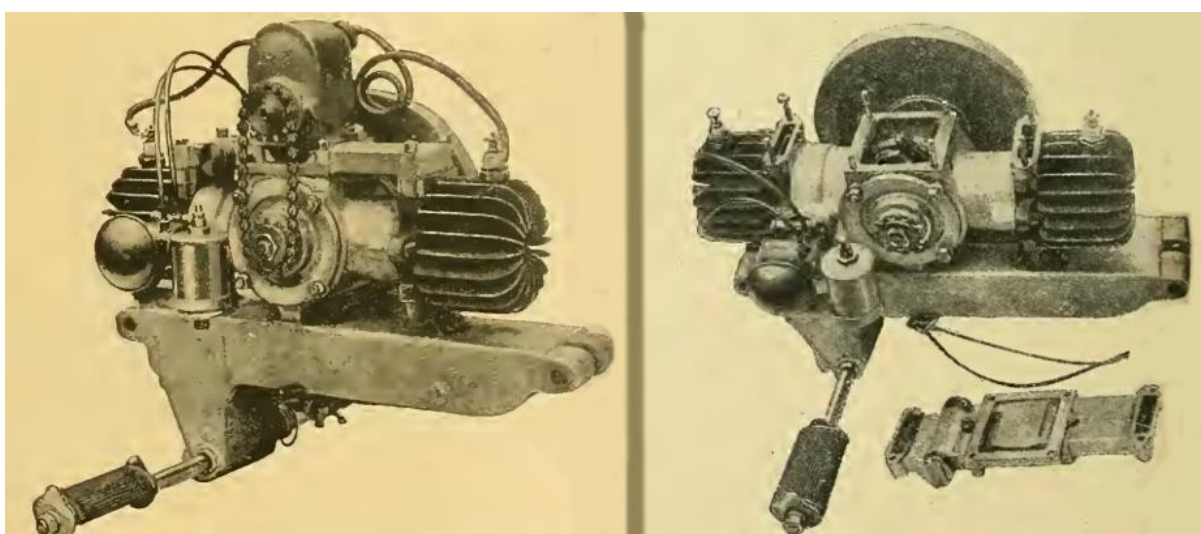


The Reliance Foundry of

Coventry came up with an "aluminium cylinder complete with radiating ribs cast on to a liner which may be cast iron or steel...it is a proved fact that aluminium is a better conductor of heat than iron or steel."



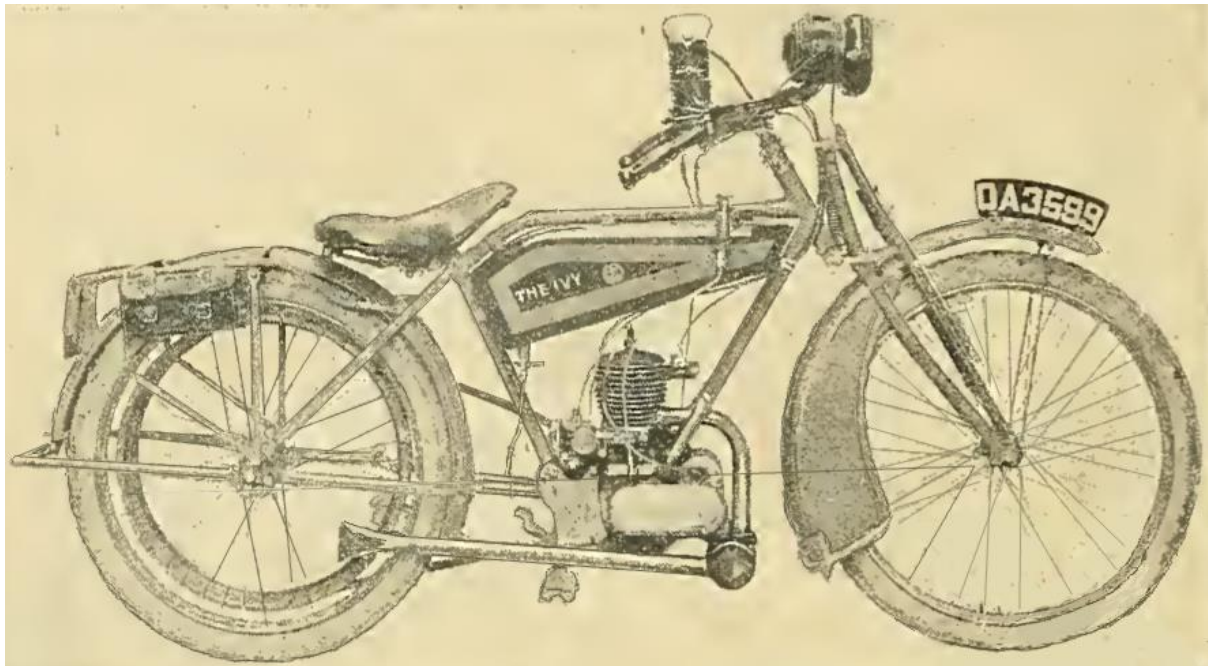
“At the present time, when most new productions in the small engine line act on the two-stroke principle, it is particularly interesting to find a well-designed and original small four-stroke such as the Burman 2½hp.” It featured an enclosed inlet valve and a solid forged crank.



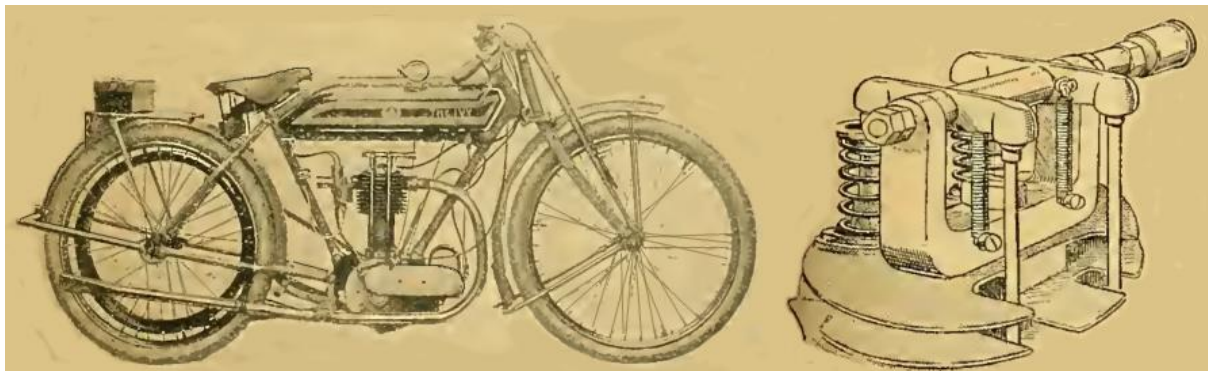
The Blue ‘Un reckoned that the 340cc flat-twin Connaught engine “marks a new epoch in two-stroke design...Both cylinders and crank case are bolted firmly to a stout aluminium casting which forms a combined bed- plate and silencer, and is rigidly attached to the frame at both ends. This bedplate bolts directly to the exhaust ports, and thus no exhaust pipes are employed.” Right: “The transfer pipe, which forms the lid of the crank case and support for the magneto is shown detached. Both cylinders of this engine fire together and at every complete revolution.”

AFTER A WEEK WITH a 225cc Ivy two-stroke the Blue ‘Un said: “The fittings are wonderfully complete and the 26×2¾ tyres and large pan saddle are a luxury to which one is seldom treated on a light machine. Besides this, two stands, excellent mudguards, pannier tool-bags, and a large petrol tank make the Ivy de luxe one of the most sensible lightweights we have ever handled. The riding position is excellent, and the engine flexible and so easily handled. The riding position is excellent, and the engine flexible and so easily handled that we felt at home on it in a minute. Comfort, power, flexibility, and neat appearance are all special features of this little machine, which may be fitted with a two-speed counter-shaft and three-speed hub gear, in which case the machine would be capable and comfortable for long touring in almost any district. The maker of the Ivy has not made the mistake of adopting flimsy and toy-like parts on his machine, instead, it is built to stand hard wear. It is very silent as two-strokes go; We took a

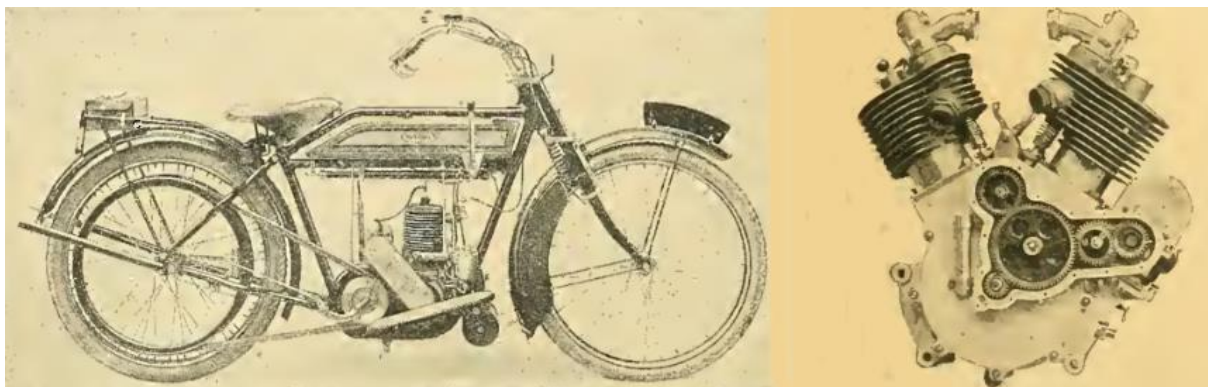
great liking to the khaki-coloured Ivy during the week it was in our possession, and it entirely confirmed the good opinion we had formed of it after its performance in the Junior TT Race.”



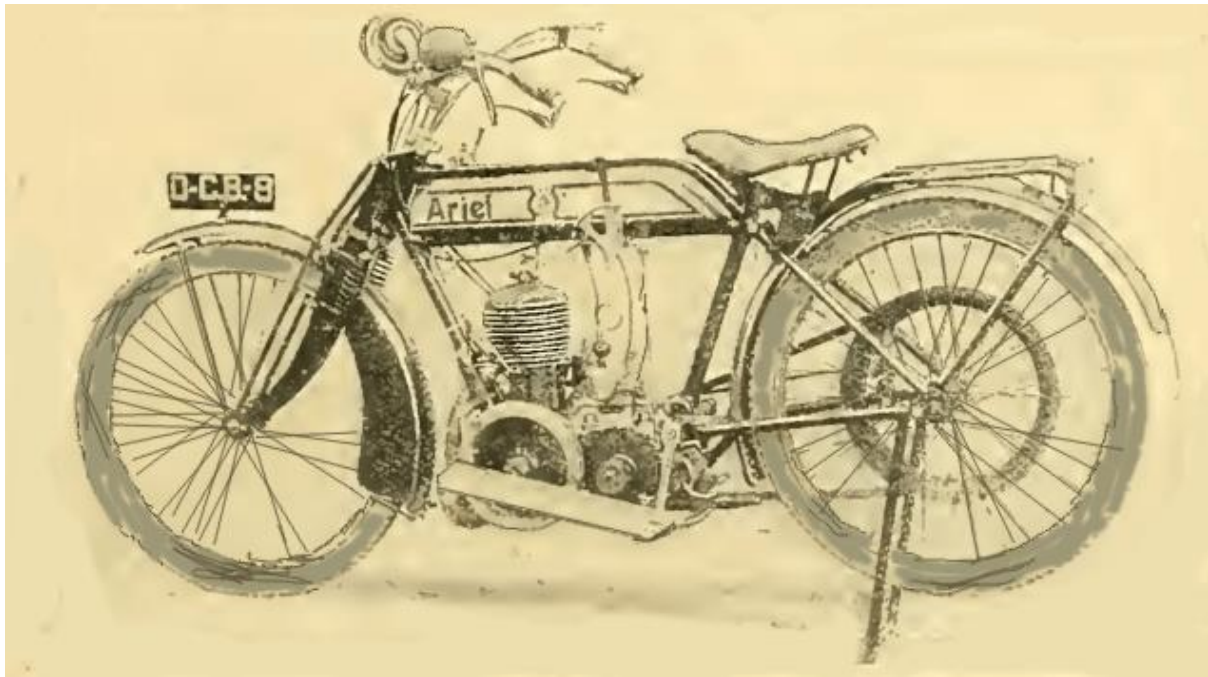
The two-stroke Ivy was available in two sizes, 225 or 269cc.



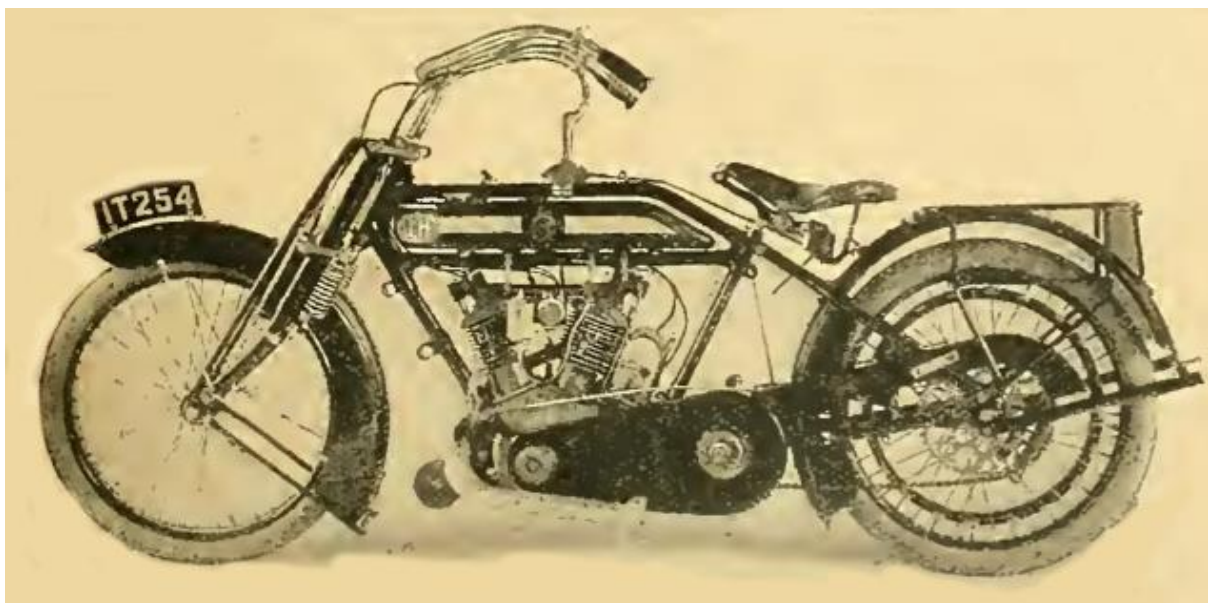
Howard Newman, whose father ran the Ivy motor cycle works, had been planning to ride the firm's latest $2\frac{3}{4}$ 346cc ohv Precision in the French Grand Prix. He was indeed in France, but wearing khaki.



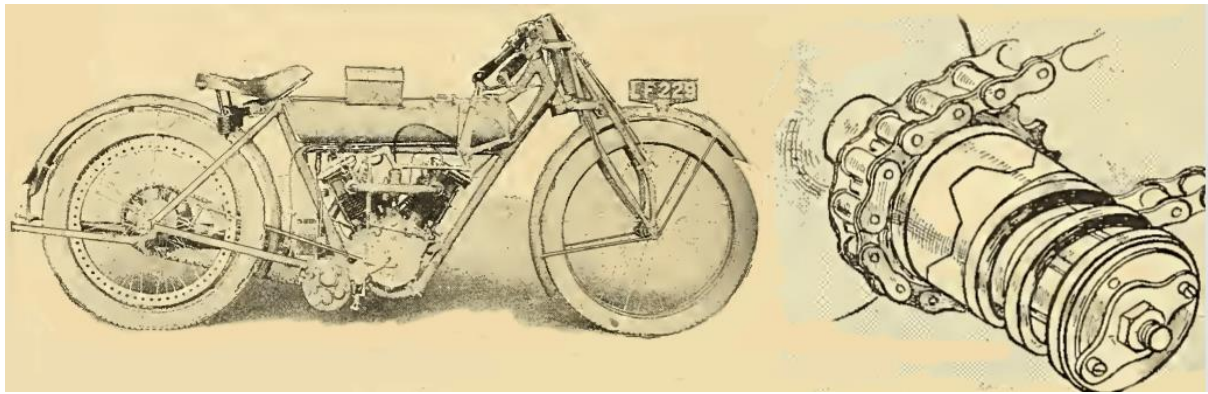
Brown Bros launched (left), a $2\frac{1}{4}$ hp, 226cc, two-speed two-stroke to be marketed as the Vindec—and not to be confused with the sporty Vindec Special—and (right), a 4hp, 518cc IOE V-twin.



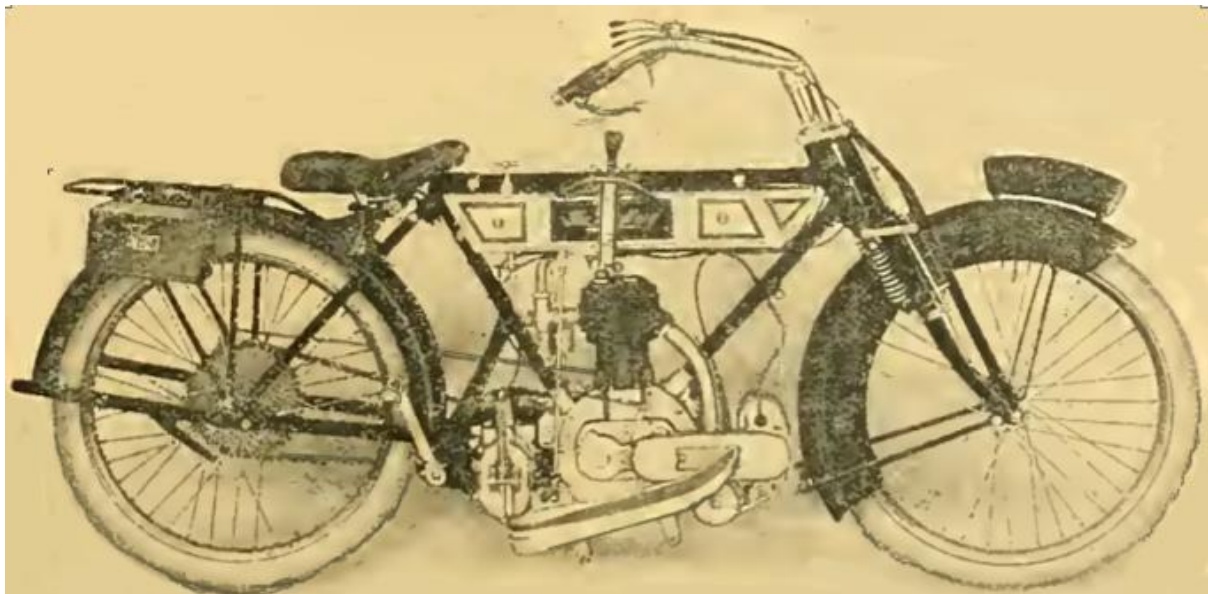
From Ariel came a 349cc two-stroke with two-speed counter-shaft gearbox and kick-start.



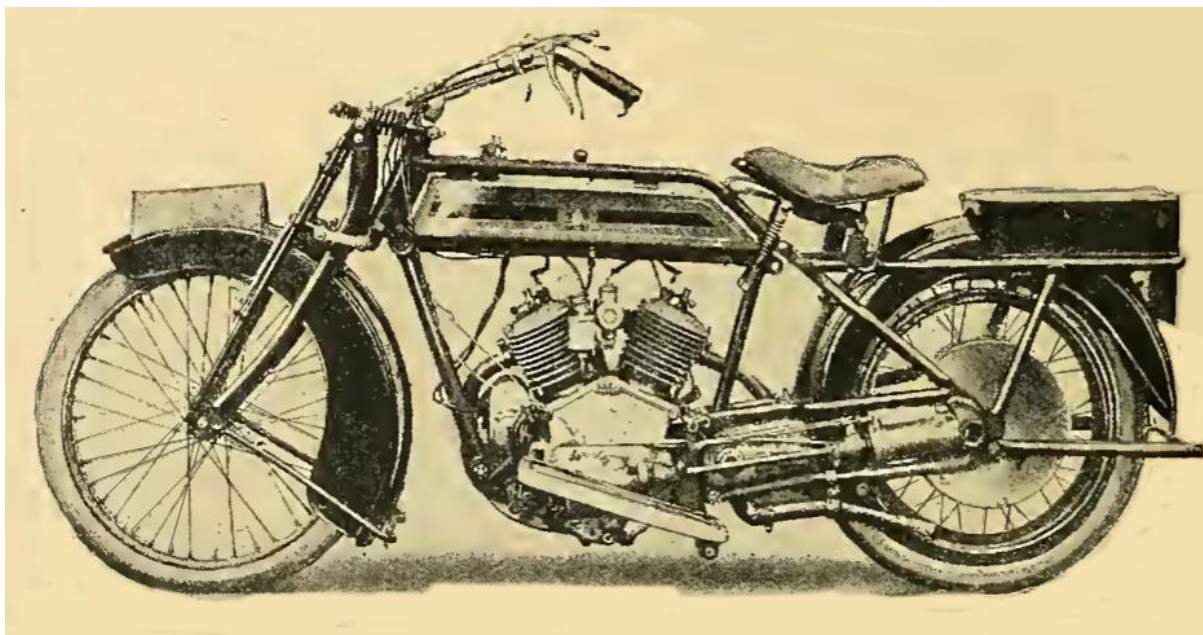
Soon after entering the market with a tiddler, JH launched big twins with a 770cc JAP or, as pictured, a 742cc MAG lump, complete with three-speed box.



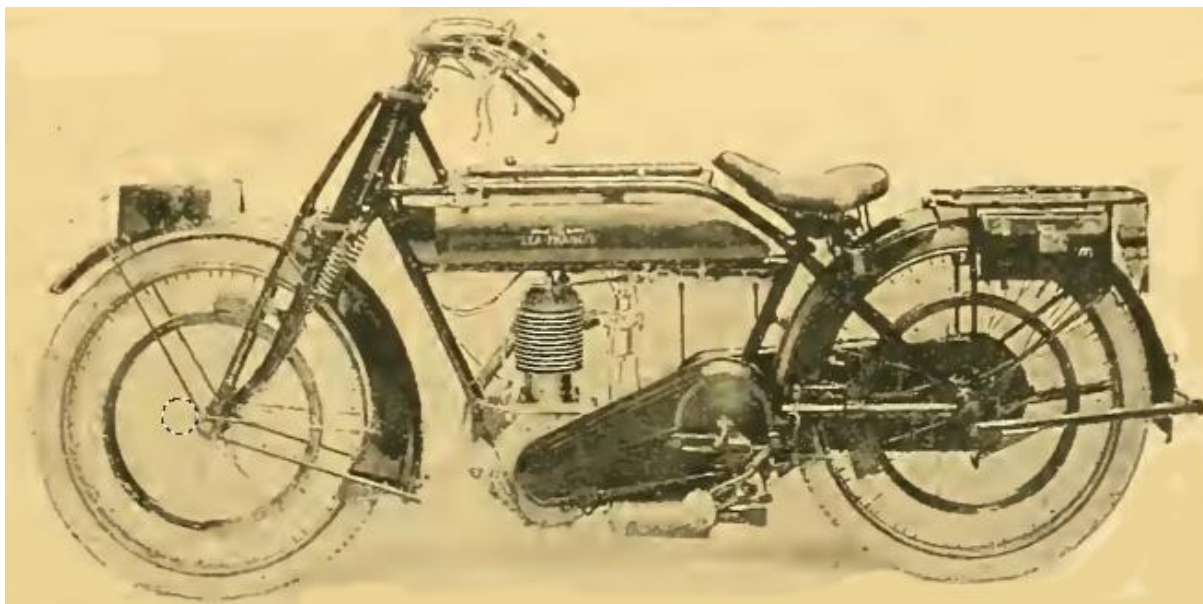
Matchless upgraded its 496cc racing twin with a three-speed countershaft gearbox and all-chain transmission with a tidy shock absorber. The Blue 'Un described it as “a beautiful piece of design, capable of obtaining the highest possible speeds, and of standing up under the most strenuous tests”. The twin was designed primarily for the 1915 TT.



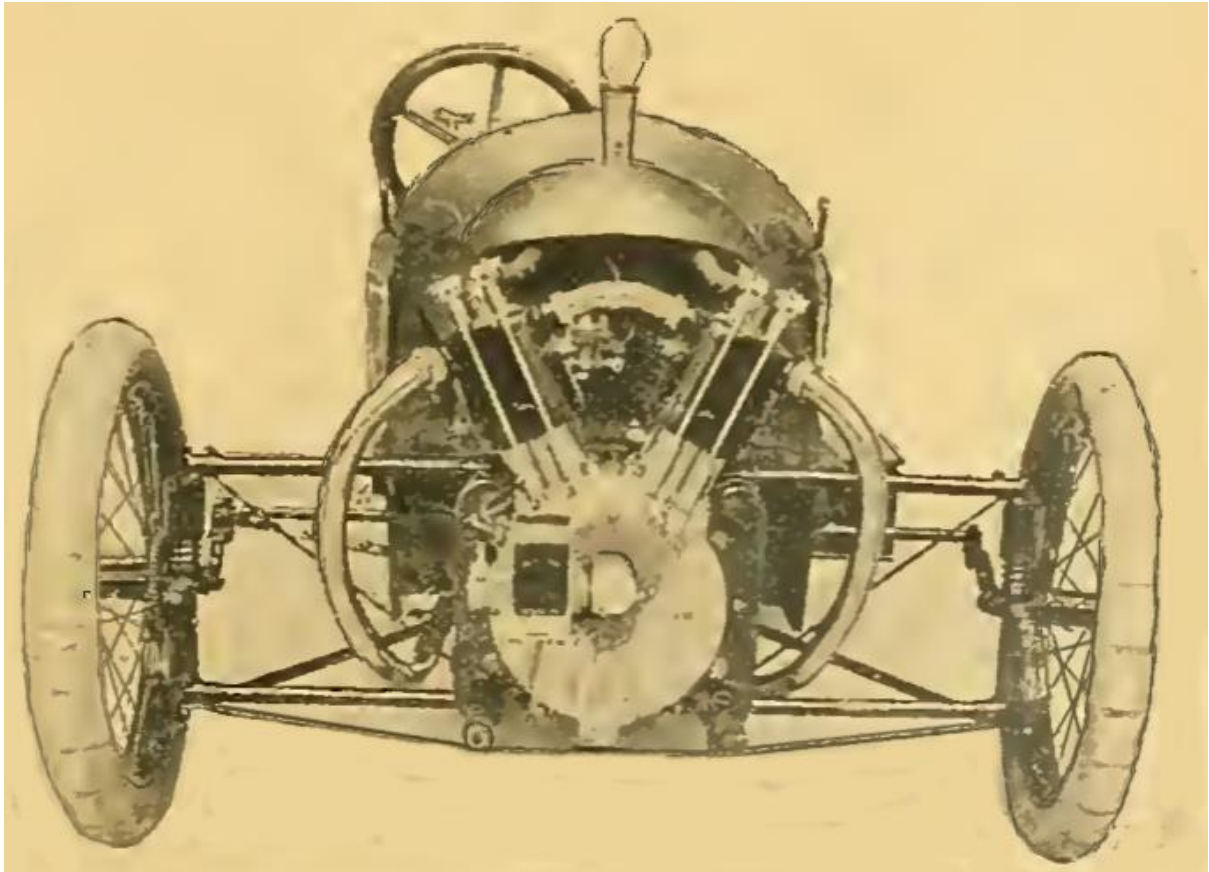
Bradbury's latest followed the trend by growing from a 3½hp 500 to a 4hp 550 (89x89mm; 554c). Other up-to-the-minute features included a three-speed countershaft gearbox, all-chain drive, cork-insert multi-plate clutch, kickstart and and rear 'internal-expanding' drum brake “of such a diameter as to allow of smooth action and full power” as well as aluminium footboards, two stands, pan seat, “extra heavy tyres and sensible mudguards”.



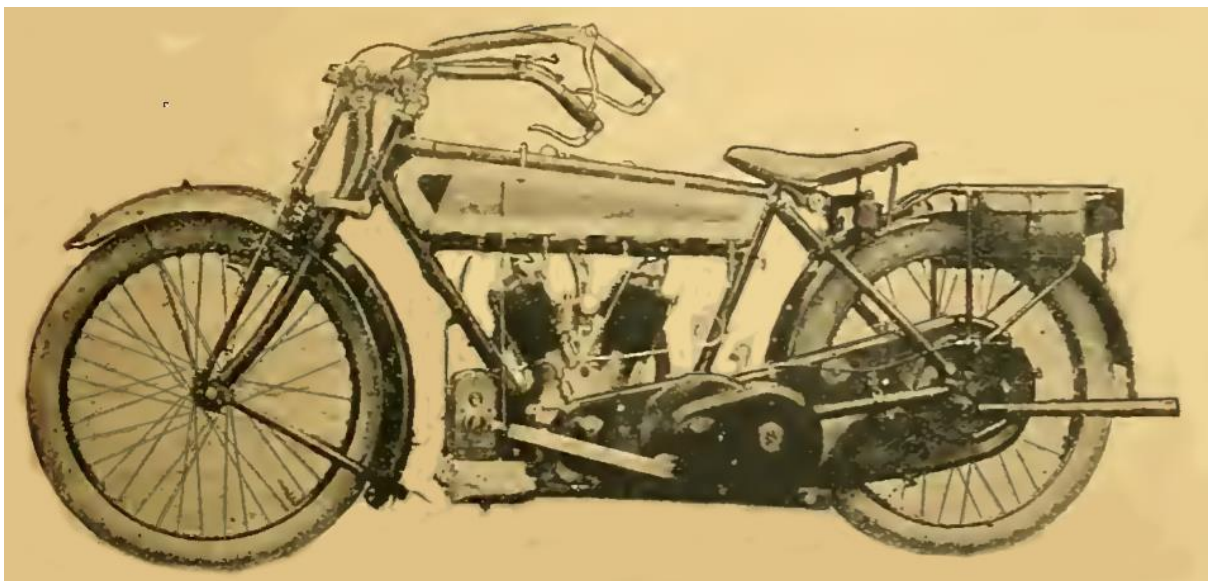
Rex's major innovations for its 1915 range were shaft drive and a three-speed box.



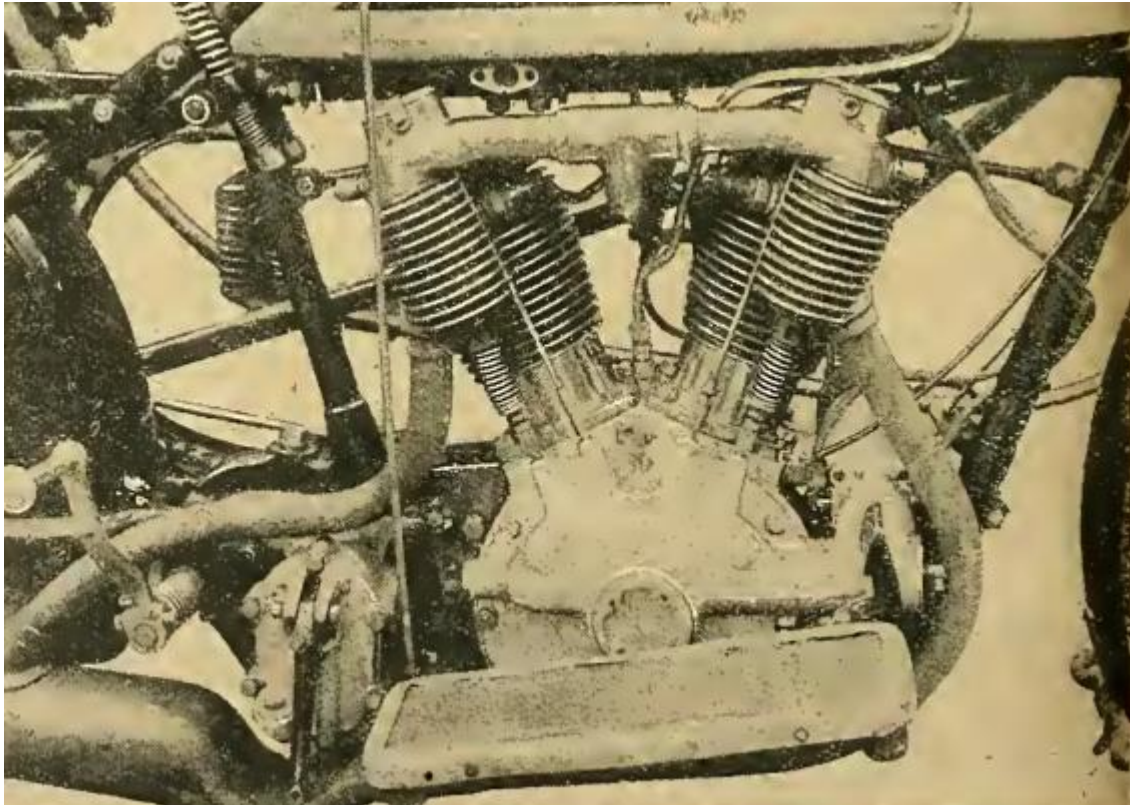
Lea-Francis developed a 3½hp, 488cc JAP-powered military model along the lines of its successful twin. It came with a three-speed box and 'semi-TT' bars.



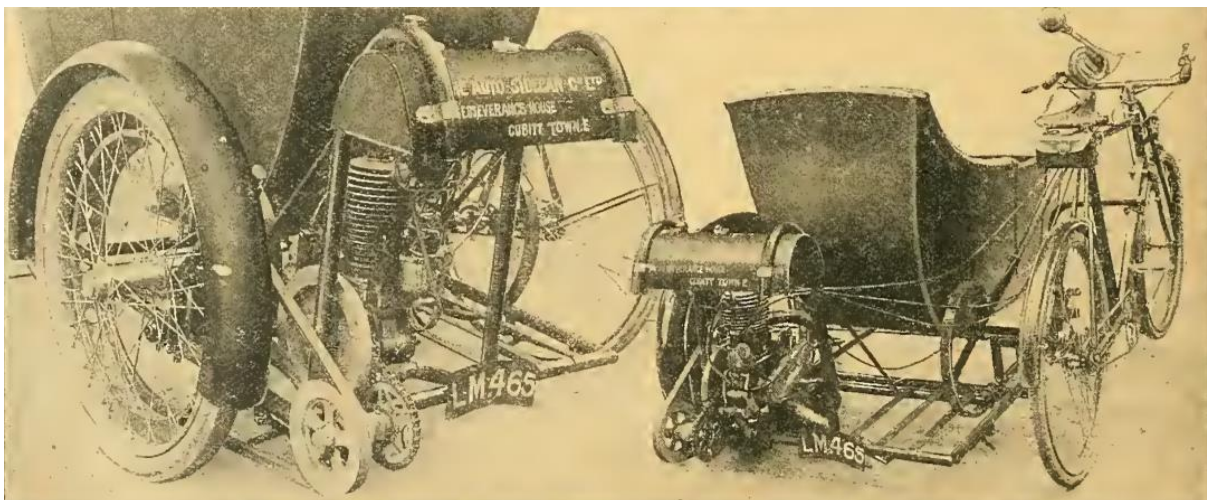
“The firm of Messrs JA Prestwich and Co was one of the first businesses to take up the manufacture of motor cycle engines in this country and to tackle seriously the foreign competition which was prevalent in the early days of the movement. Since that time the firm has gone ahead to a wonderful extent, and the large works recently taken over have been already considerably extended. The latest production is an 8hp cycle car engine of 1,082cc, the bore and stroke of which respectively are 90x85mm.”



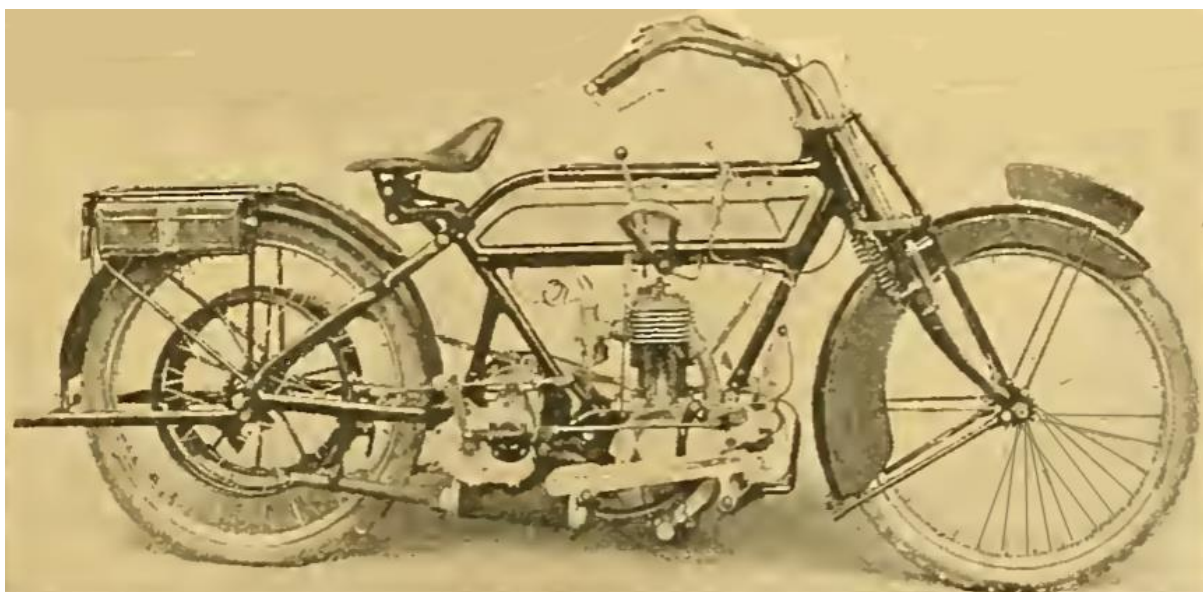
AJS launched a 550cc, 4hp version of its successful big twin. Innovations included detachable ‘wings’ on the front mudguard that were said to make the magneto cover and leg guards redundant. The sloping top tube allowed a low riding position without a bend in the frame.



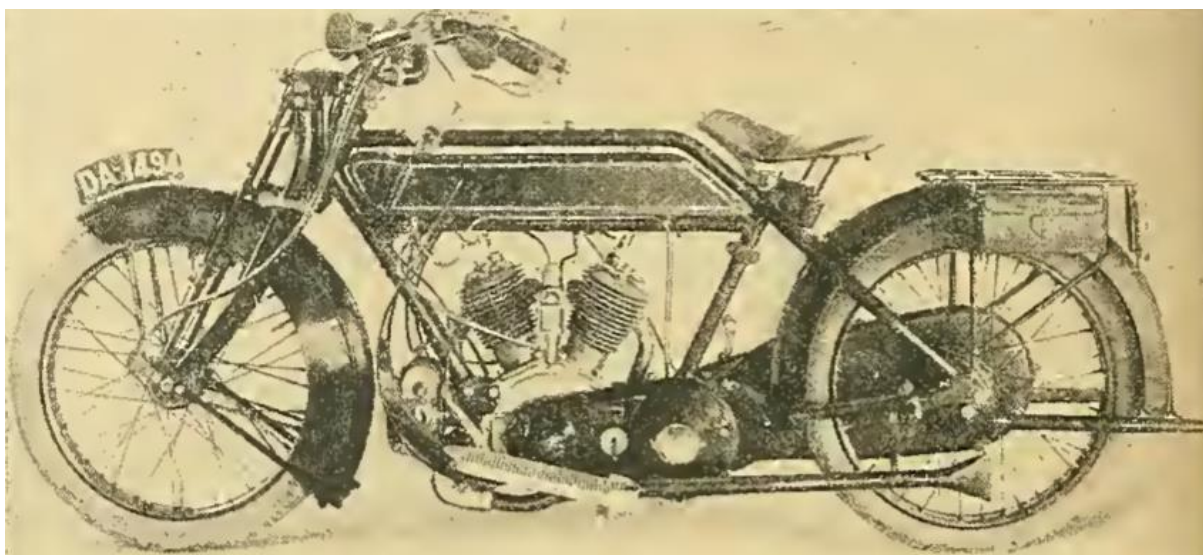
The American-made Spacke engine arrived in the UK, courtesy of Maude's Motor Mart. The 996cc, 7hp IOE twin was tested by *The Motor Cycle* in a used Rex frame and described as "a thoroughly sound and well-made job" which "compared very well with other makes of V twins at present on the market".



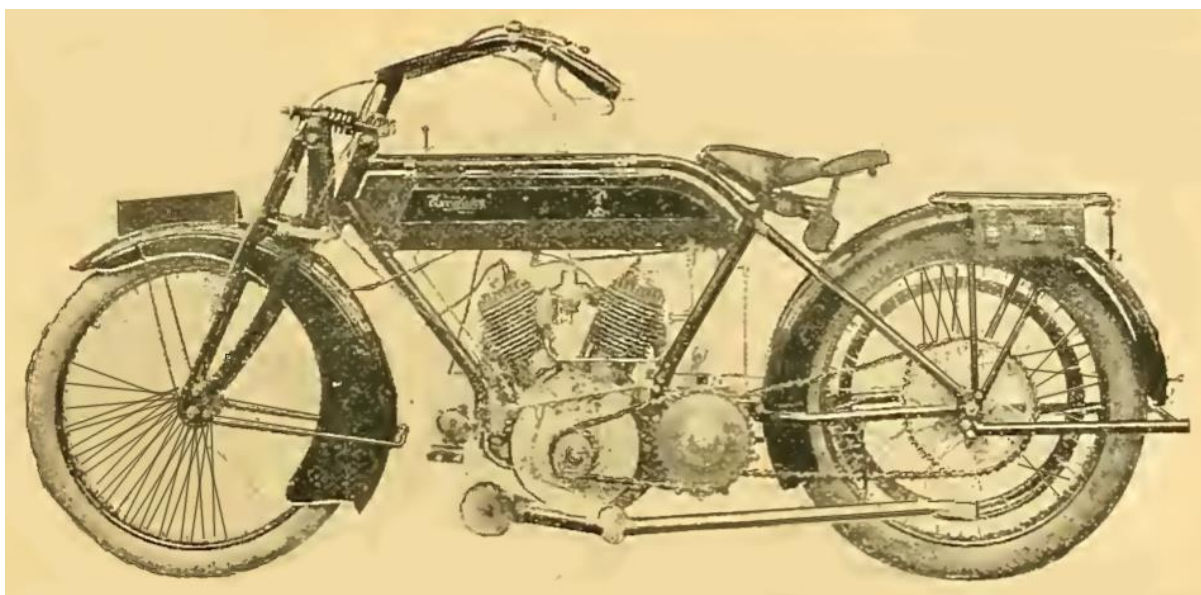
The Auto-Sidecar was designed to be attached to a standard pedal cycle—in case of breakdown the manufacturer suggested the bike could be detached and pedalled away to a repairer. The *Motor Cycle* found that it could cruise at about 15mph on the flat "and it was only on fairly steep gradients that a little pedal assistance was necessary".



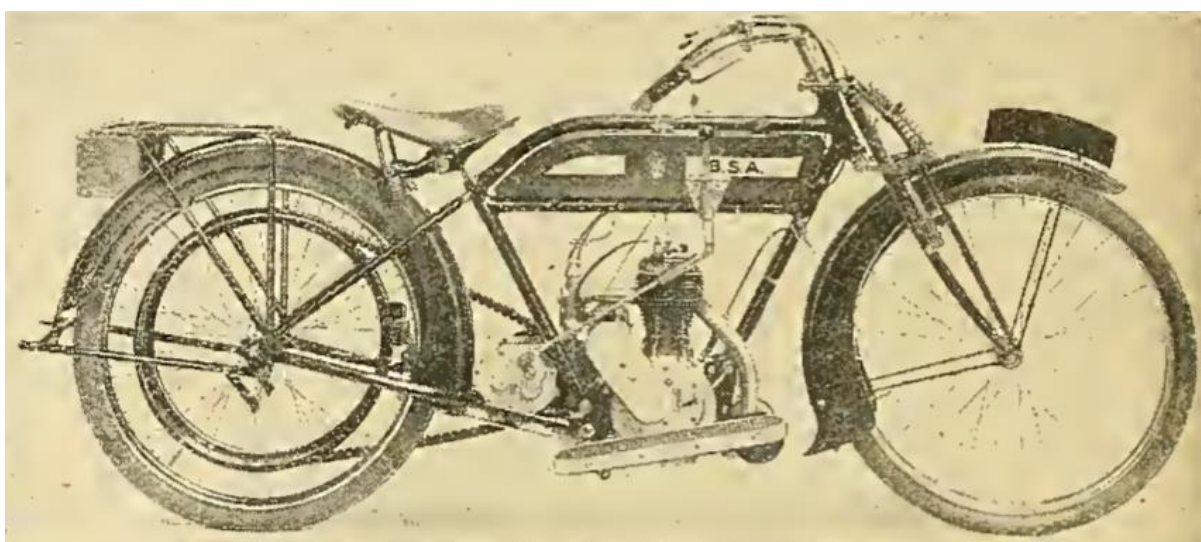
Having made its name with some excellent big twins, Hazlewood moved into the single-cylinder market with a 592cc 4hp JAP using a three-speed counter-shaft gearbox (pictured) and a 2¾hp JAP driving via a three-speed Sturmey-Archer hub.



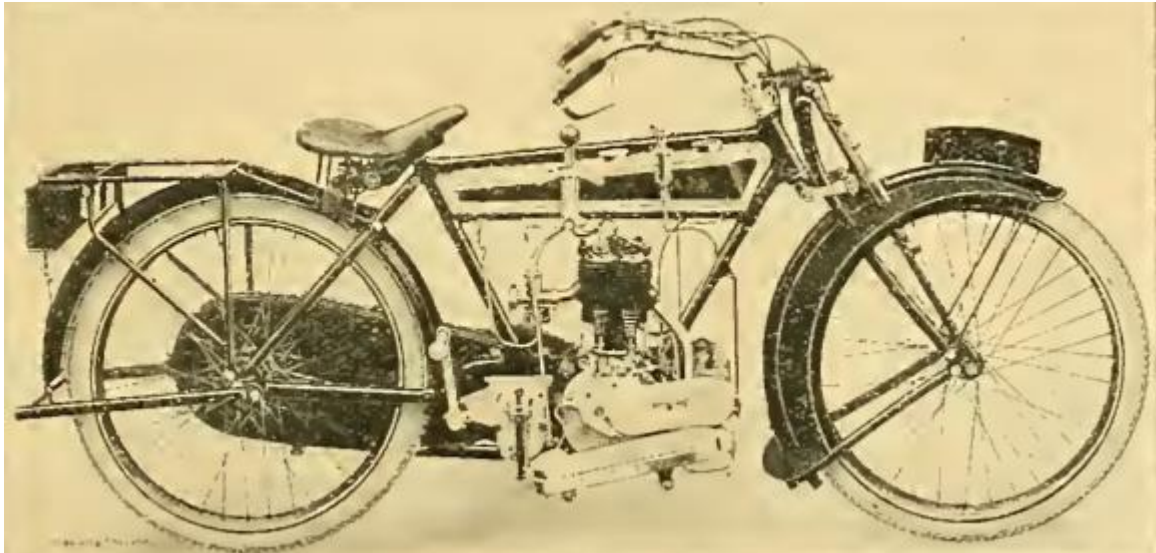
Sunbeam's 7hp twin was treated to a new 796cc engine driving through an uprated three-speed gearbox and 17-plate clutch. Other enhancements included more effective mudguards and legshields in front of the footboards.



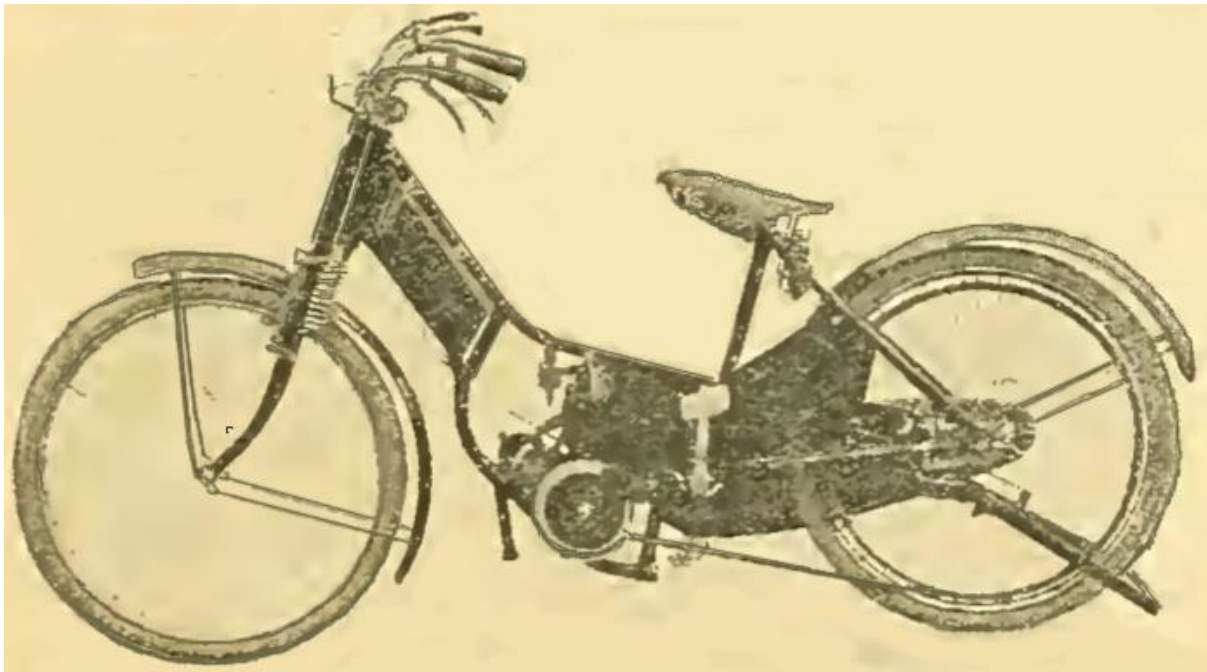
Excelsior was well known for its big singles; just for a change it squeezed an 8hp 975cc JAP side-valve twin into its one-lunger frame, adding a three-speed Jardine gearbox with engine-shaft shock absorber, large-diameter cork-insert clutch, and enclosed kick-starter.



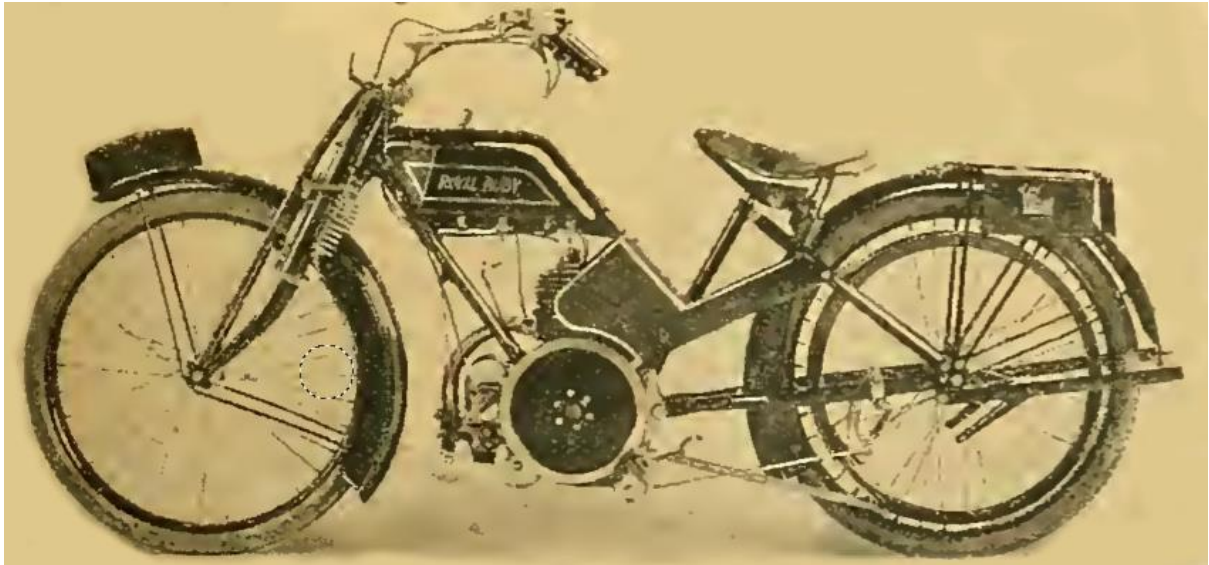
BSA went after a share of the burgeoning lightweight market with a 2¼hp, 247cc fourstroke: “They have made no attempt to turn out an extremely light and cheap machine, but have rather designed and constructed a sound go-anywhere mount, which is to sell at a moderate price, and which will be fitted as completely as the larger models.”



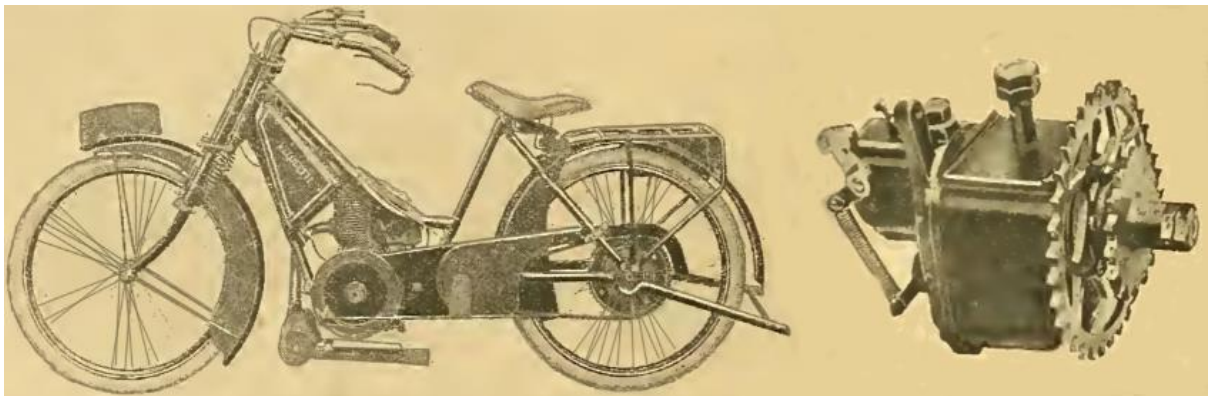
“2¾hp touring model AJS for 1915 showing sloping top tube—a feature of all the new AJS models. Drive is by chain throughout, and purchasers have the option of a two or three-speed gear.”



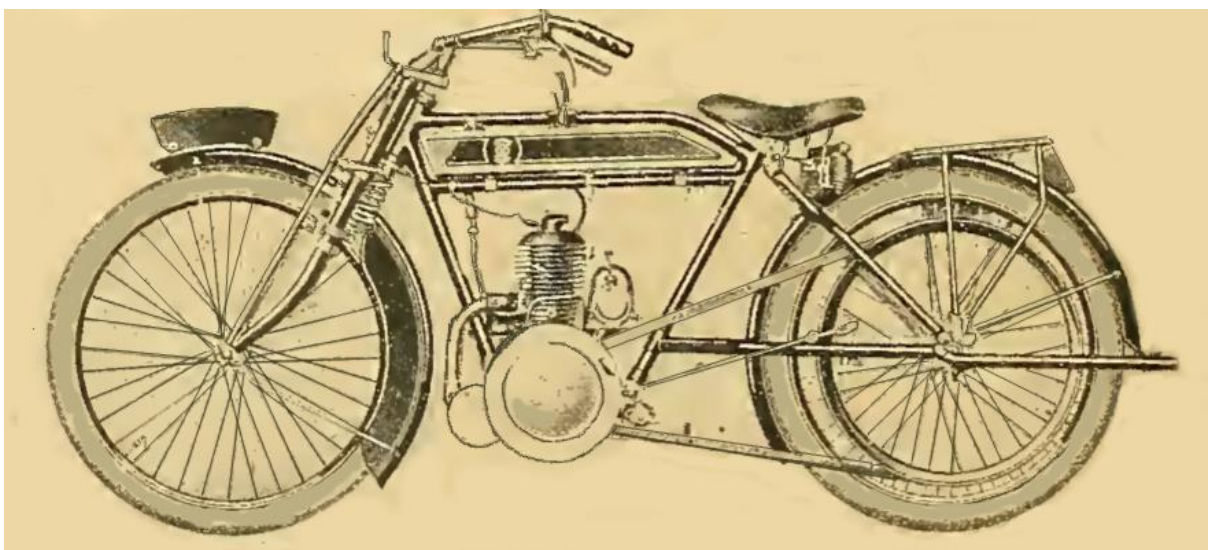
Millard's lightweight ladies' model was propelled by a well shielded 1hp JES engine.



Royal Ruby fielded a full range with engines ranging from a 2½hp 269cc Villiers two-stroke to an 8hp 975cc JAP twin. And for 1915, “Realising the popularity of the pastime among the weaker sex, there is a lady’s edition of the Royal Ruby lightweight.”



Veloce came up with a ladies’ version of its latest Velocette lightweight, with a new 210cc two-stroke lump and cast-iron two-speed gearbox.



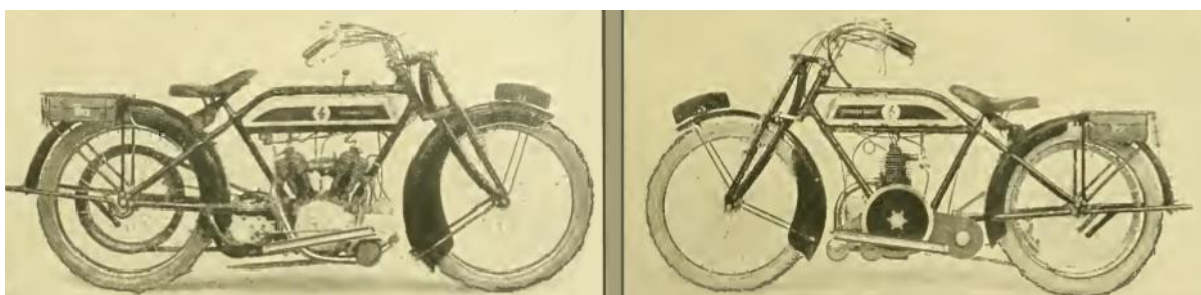
OK followed the trend towards small two-strokes with the Mark V, with a 269cc engine and single-speed or optional two-speed transmission.



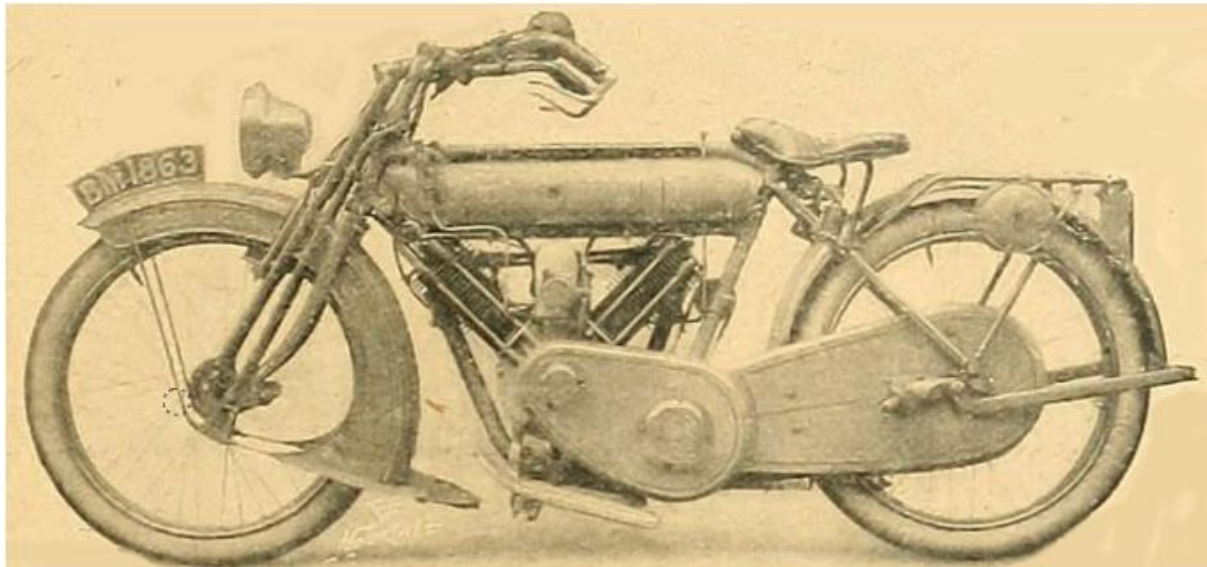
The Wulfruna Co of Wolverhampton added a 2¼hp two-stroke to its Wolf range using a Peco engine with a two-speed counter-shaft gearbox; a clutch and gearbox were available “at a small extra” and four-stroke fans could opt for a 2½hp JAP. The existing 4hp Wolf (right) benefited from a lowered frame. It also came with a JAP engine and a two or three-speed box with all-chain or chain/belt drive. And to haul sidecars Wulfruna introduced a 5hp twin, powered by the 654cc JAP lump with a three-speed box.



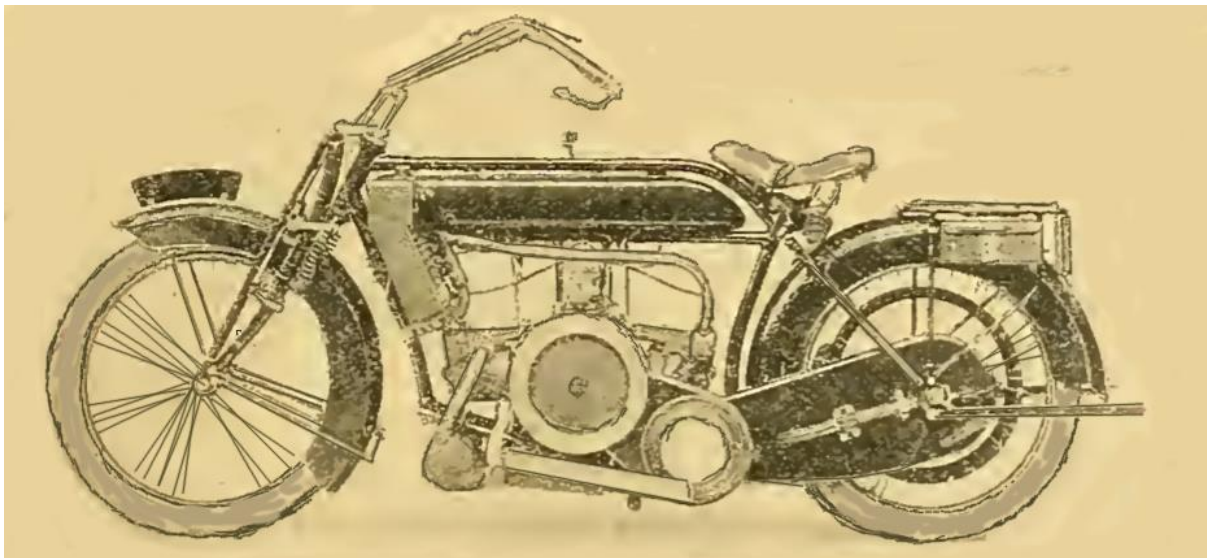
Portway-Cooper were firm believers in two-strokes, and not just lightweights. Its 1915 Paragon range included (left) an air-cooled 3hp 350 and a water-cooled 4hp 500.



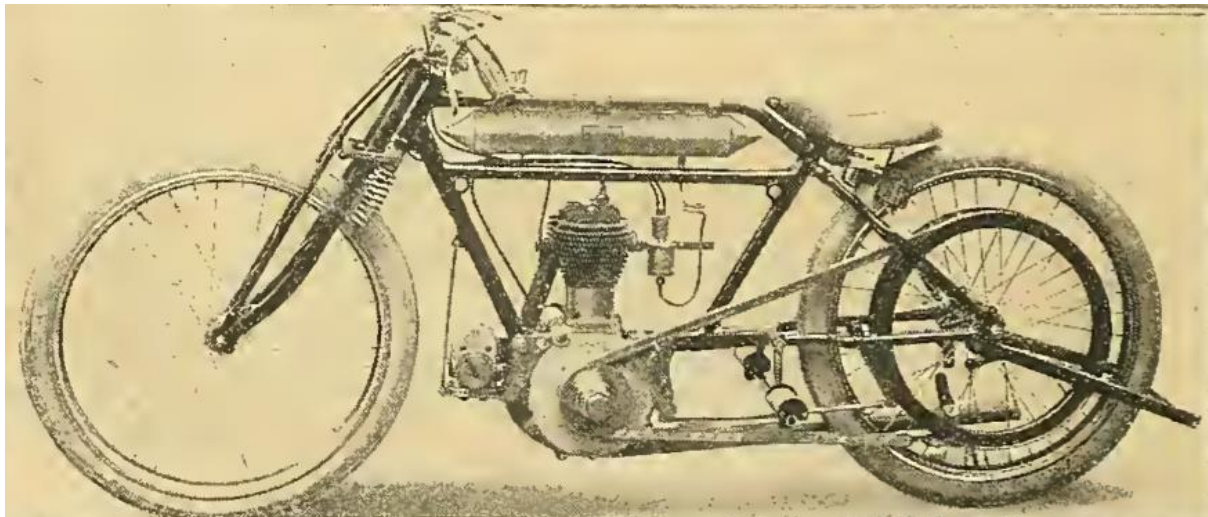
Coventry Eagle added bikes at each end of its range. Left: The 6hp twin used a 670cc Abingdon engine with a three-speed box. Right: The two-stroke tiddler relied on Villiers power and a two-speed Jardine box or could be supplied with a single speed.



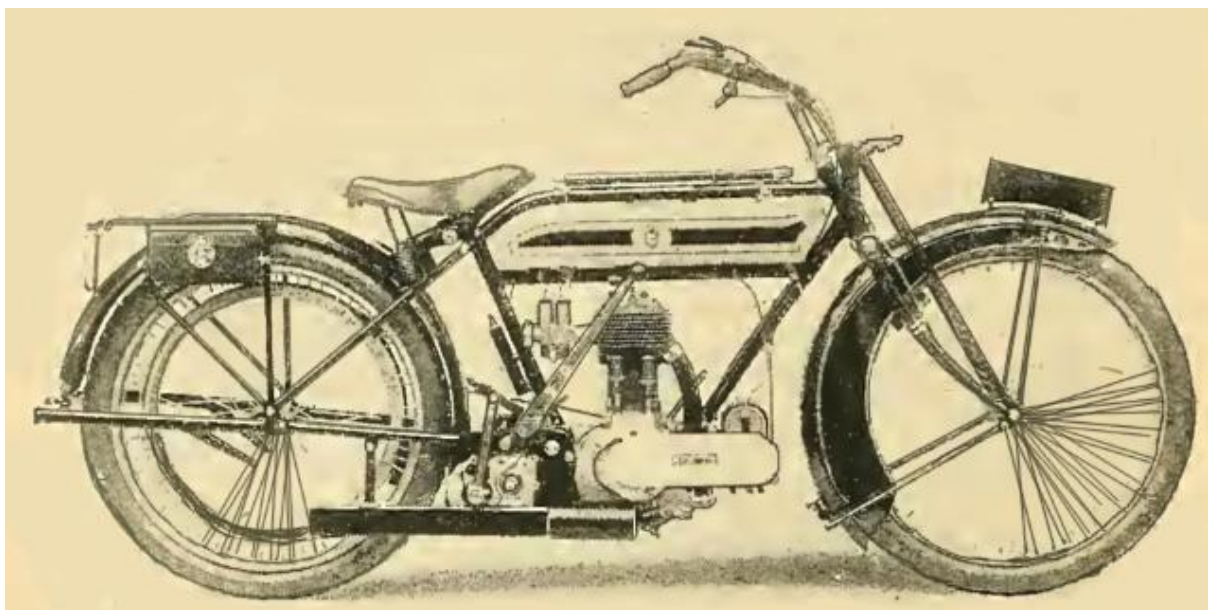
P&M CAME UP WITH a 6hp 770cc 90° V-twin with a four-speed transmission and enclosed oilbath primary and secondary chains. Richard Moore reported covering 7,000 miles on the prototype prior to the launch. The company also won the biggest War Department order to date, for 20 bikes. According to a French newspaper the German army had access to 20,000 motorcycles.



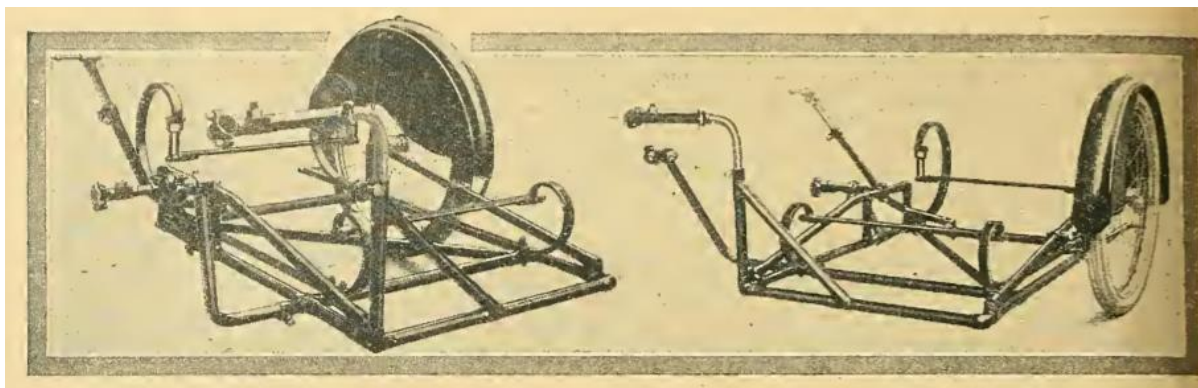
Humber took a new direction with a water-cooled 6hp, 746cc three-speed flat twin but, like the V-twin P&M, it never made it to series production.



“We have lately inspected a Norton ‘sprint’ machine, from which great deeds are expected. MR JL Norton, who showed us the machine, was confident in his belief that it will attain a speed of 90mph over a short distance, and mentioned, incidentally, that the firm were anxious to perform such a feat in the near future, and thus gain for the Norton the credit of being the first 500cc machine to attain such a high rate of speed. DR O’Donovan, who is to ride the machine, will then attempt long distance records.”



Triumph revamped its 4hp 550 with a redesigned engine, three-speed Sturmey-Archer counter-shaft gearbox, kick starter and chain-cum-belt transmission with, for the first time, hand operation of the multi-plate clutch. The Motor Cycle reported: “The latest Triumph has undergone exhaustive tests for 5,000 to 7,000 miles, and has proved superior to any production of the Triumph Works. In particular, it will stand hard driving for prolonged periods without a tendency to ‘dry up’.”



Dunhill's sidecar chassis, designed for the most powerful bikes on the market, showed how far design had evolved in the decade since sidecars first appeared.



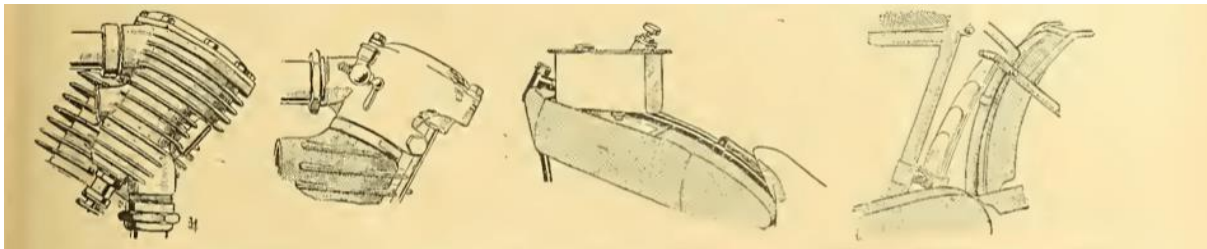
Three new sidecars reflected the growing diversity in the market. The latest Watsonian was one of the first to incorporate luggage space, either in the boot or, for extra room, the boot lid could be used as a luggage rack. Williamson's lightweight Hammock was an early example of a child-adult with a QD nipper perch. And Matchless offered a hefty tradesman's box with its well-proven V-twin.

"THERE IS NO QUESTION that the war will be influential for good so far as motor cyclists and the industry are concerned...When the war is over, and the young manhood of the country returns, the demand for touring mounts will return also, while motor cyclists who have been out on active service will have formed a fair idea as to the most desirable type of mount for real hard usage...it may be regarded in much the same light as a gigantic competition, and the surviving competitors will clamour for machines of the type that have proved their worth, while non-competitors who have been compelled to remain at home will follow their example. Some idea as to the wastage that takes place at the front can be gathered from the fact that many of the despatch riders are already using their third and fourth machines, while out of the ten machines attached to a certain battalion only two survived the fighting at Mons. The others were put out of action, mainly by shrapnel fire, and were left on the field of battle amidst other wreckage. A breakdown of any sort may mean that the despatch rider is compelled to leave his mount, and any alteration in the formation of the fighting columns may lead to its total loss...A test of greater importance than any we have known is under way, and from amidst the oppressions of war we can afford to look forward with happy anticipation for the results this test will produce."

"M GALOPIN, ONE OF the leading lights of the technical department of the Fabrice Nationale, has, it is rumoured, been sent to Germany as a prisoner of war for refusing to manufacture arms for the enemy. M Galopin has often come over to England in connection with the Motor Car and Motor Cycle Shows."

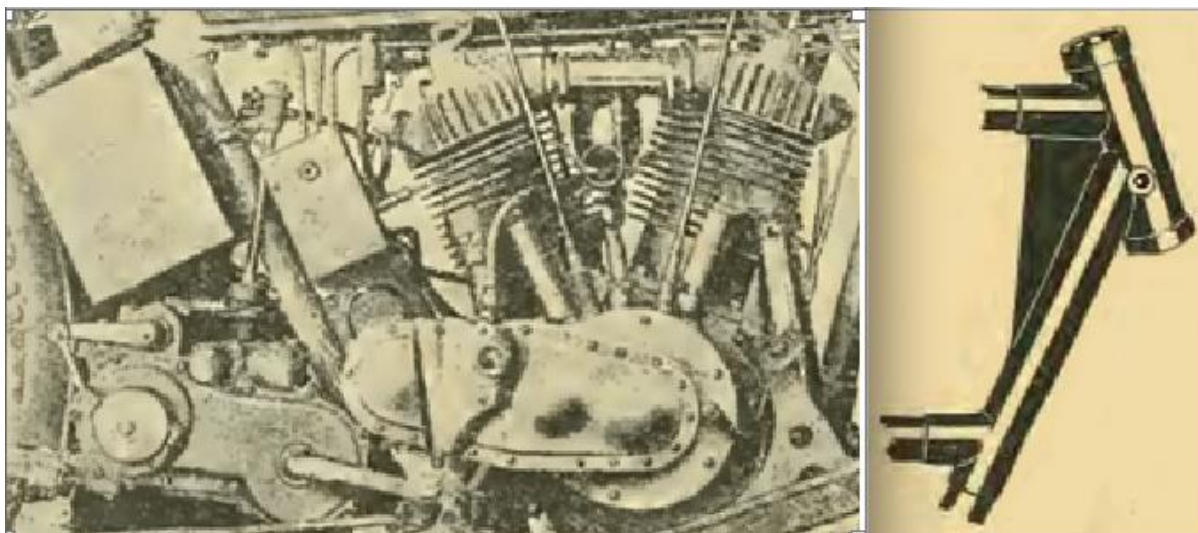
The Motor Cycle reported that British bikes were in use as far afield as China and, to prove it, pictured a 3hp and a 2¾hp Enfield complete with Chinese characters on their number plates.

“AMERICA IS THE ONLY COUNTRY which can be considered a serious rival to British supremacy in the motor cycle industry,” the Blue ‘Un proclaimed in its report on the Chicago Show. Technical trends included “the adoption by several of the leading firms of the three-speed countershaft gear, a feature which the American designers have been slow to adopt...for 1915 almost every machine designed for sidecar work will be fitted with three or four speeds...Cork insert clutches are the most common type, and kick, or (as they are known across the water) step starters are generally incorporated...Big twins are the rage, and colossal engines rated at 8hp and over are commonly in use as solo mounts. To British minds this would seem ridiculous, especially as in some parts the roads preclude high speeds. We must remember, however, that the general run of big American twin is not such a high efficiency engine as we are accustomed to in England.



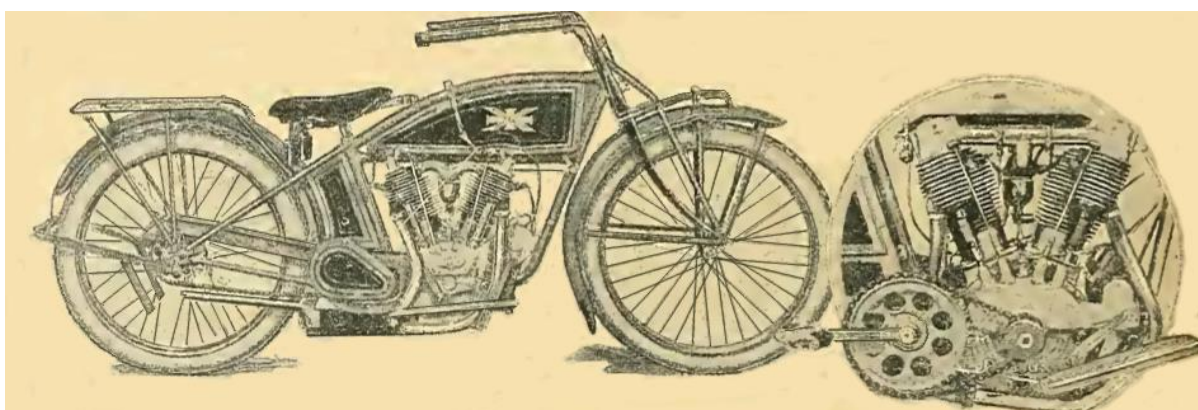
From left: Enclosed inlet valve mechanism on IOE Thor; enclosed ohv valve gear on Yale twin; Dayton fuel tank with separate oil tank; spring frame on the Cyclone.

For the most part, a certain amount of efficiency is sacrificed for flexibility and smooth, quiet, slow running, a feature which has much to commend it, and which might reasonably be studied more by our own designers. Overhead inlet valves are almost universal, and in the 1915 models the overhead rocking gear is frequently enclosed, something after the manner of the MAG valve gear...Chain drive is almost universal, though chain guarding has improved but little, and totally enclosed chains running in oil baths are almost unknown. We find one or two fresh instances of dynamo lighting, but there is no sign of its general adoption, probably on account of the excellent service obtained from the dissolved acetylene cylinders which are in general use. Frames remain much as before. In the eyes of Britishers they are mostly very ugly, but they are also undeniably strong and are reinforced by liners in all important places. The loop frame is popular and has much to recommend it. Spring forks differ largely from our own, and are frequently of the cradle type, such as the Indian, Excelsior, etc. Rear springing has received a certain amount of attention the Indian, Merkel, and Pope being possibly the most typical examples. As regards detail work, British manufacturers are years ahead. Many American machines, for instance, have no carrier or else a poor crude arrangement which would be laughed at in this country, while front wheel stands in America are looked on almost as freaks, and the makers who fit them can probably be counted on the fingers of one hand. Mudguarding leaves much to be desired. Another instance of what would here be considered almost criminal design is the fact that in many even of the most popular makes the whole engine has to be removed from the



Harley-Davidson fitted with Remy electric lighting. (Right) The American Excelsior (we had our own) had a well gusseted steering head.

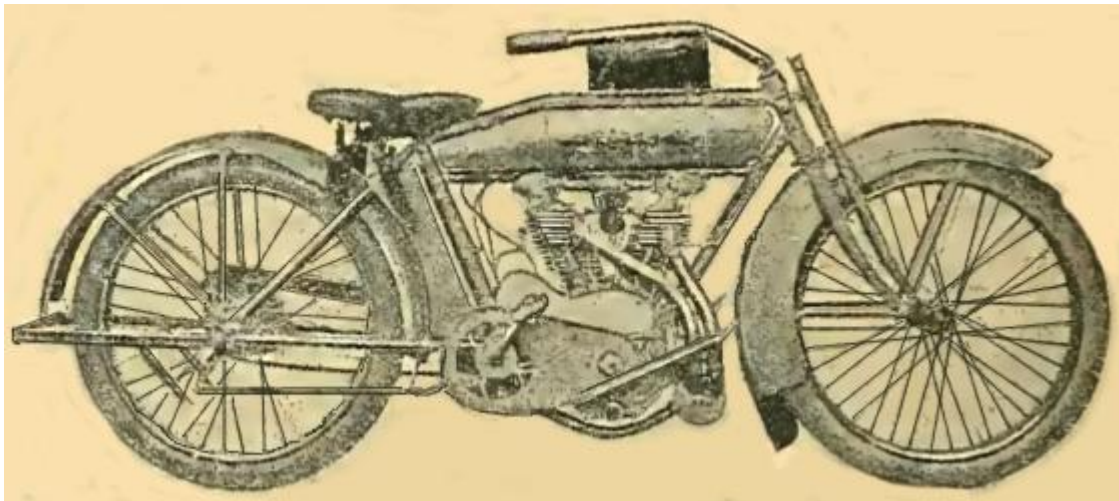
frame to get a cylinder off for cleaning purposes. The Remy Electric Co share the Splitddrf Co's belief in a combined magneto-cum-dynamo-lighting installation, but have arranged their system so that if the battery should become completely destroyed, the dynamo can be used to 'excite' the magneto. The head lamp provided with the apparatus has two bulbs—a high candle-power bulb in the centre of the reflector, and a less powerful bulb near the top of the reflector; the latter is used wherever brilliant head lamps are prohibited or unnecessary; eg, it would be useful when the machine is left standing by the roadside. The new Harley-Davidson sidecar has a telescopic wheelbase, so that the track ('tread', as its makers phrase it) can be adjusted to suit the gap between the ruts on country roads. An American company is going to manufacture Auto-wheels under licence. An Ohio rider has patented a new rough weather windshield, which looks like the longitudinal section of a hen's egg, the thin end being split, and terminating at the front hub, whilst the fat end protects the rider's person. It is made of mohair (ie, black Cape cart hood fabric) attached to a light steel framework by turnbuttons and brass eyelets, and is provided with a moon-shaped mica window in the bulge of the egg. Shall we see one in the next Boxing Day 24 hours rides? Probably the most striking comparison between British and American machines is that while we are trying to turn out a light machine that



Excelsior and the twin-cylinder De Luxe engine with enclosed inlet valves.

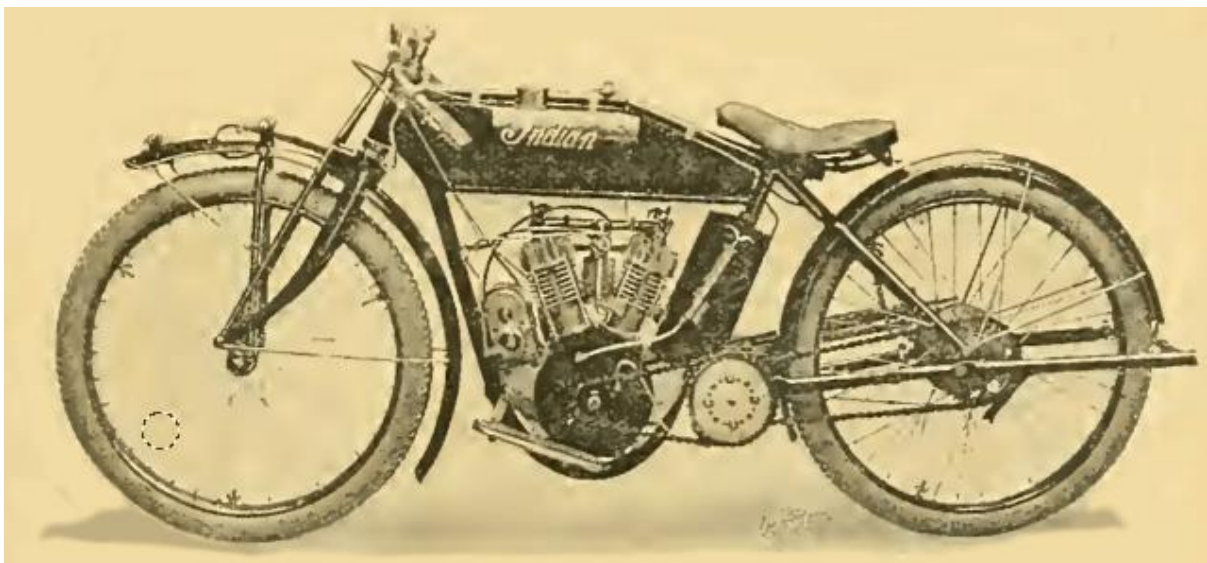
will go anywhere and withstand hard work, the Americans continue to pile on weight and use huge engines, with the consequence of heavy gears, frames, large tanks and heavy, fittings. The result is usually a cumbersome and unwieldy mount. There is one notable exception to this

generality, and that is the Indian, the makers of which, in accordance with British ideas, are marketing 3½hp and 5hp twins, the latter built on the lines of the excellent little machine raced in the TT. Perhaps now that three-speed gears are coming along, the lighter and handier type of machine will become more popular in the States. American two-strokes are represented by the Schickel, a large machine with a 6hp single-cylinder engine, a three-speed counter-shaft gear, and chain drive throughout, and the only British mount in the Chicago Show was a solitary specimen of the two-stroke Triumph, staged by the agents for the Coventry Chain.” Of the 55 bikes on show 13 were one-lungers, 47 were twins and three were fours; 48 had kickstarts.



The

latest Yale: big, powerful and, to British eyes, a tad clumsy.



The 500cc TT Indian: not even *The Motor Cycle* could call this Yankee design clumsy.

HAVING CUT HER motor cycle teeth on a Harley one-lunger, Della Crewe bought a two-speed Harley combo and rode it from her home in Waco, Texas to New York. For company she took her Boston Bull Terrier Trouble. Rather than setting out to break speed records Ms Crewe sensibly set out to see the country, taking in the 2nd Federation of American Motorcyclists race meet in Kansas City (dominated by the new Harley race team) and joining a number of small-town parades. Texaco helped out with fuel and lodgings but this was no cakewalk—battling through a mid-Western winter took months. Della and Trouble completed the 5,378-miles run to New York in six months. “I had a glorious trip,” she said. “I am in perfect health and my desire is stronger

than ever to keep going.” She had clearly been bitten by the travel bug because she then headed south, working her way down to Florida and thence to the Caribbean, Cuba, Puerto Rica, Jamaica, the West Indies and Panama. After another six months she was back in New York, followed by a run to California...by way of Alaska.



Della, Trouble and the Harley combo that handled everything North Ameeria could throw at it.

“ONE WELL-KNOWN MOTOR CYCLE firm is making casing for shells, another is producing in thousands an aggressive implement for use by airmen, another, metal articles which form part of every soldier’s commissariat, whilst a leading firm with a large machine shop equipped with the latest labour-saving tools is busy on turning and machining work for several branches of the army and navy. The leather accessory works are practically all at full pressure on work for the army...It is comforting to feel that in the health and enjoyment we have had from the motor cycle, and in the constant agitation for improvements, each and all of us have been assisting in the building up of an industry which is to-day of the greatest service to our country.”

“AT BEXHILL POLICE COURT, VS JONES, a corporal in the 25th Reserve (County of London) Cyclist Battalion, was summoned for riding a motor cycle without a licence. Lieutenant AR Churchill, of the same regiment, said he had been instructed to appear in the case on behalf of Colonel Gilbertson Smith, his commanding officer. The regiment was stationed at Lewes, and they were charged with the duty of taking over coast defence along the sea coast of Sussex, and he wished, with the greatest respect, to protest against the action of the civil authorities in such cases as the present, because again and again they had summoned the men of the regiment for various trivial matters. Lieutenant Churchill explained that the machines were registered in the name of the Home Secretary, and that a licence was not needed. Therefore, he asked for the dismissal of the summons, and, at the same time, he wished to be allowed to enter his

emphatic protest at having been brought to the court on such a case. The case was dismissed. We wonder if soldiers will next be prosecuted for not having gun licences.”

AS THE WORLD WENT TO WAR The Boche went about their business on NSUs, Brennabors, 600cc V-twin Wanderers with sprung frames and forks and, ironically, the German offshoot of Triumph. French poiluts were issued with Peugeotts, Rene-Gilletts and Terrots as well as British bikes, notably Sunbeams. Austrian-Hungarian squaddies had the 6hp flat-twin Puch. The Italians had Bianchi solos and 1,140cc Frera combos; Russia bought all the British bikes they could get, doubtless impressed by the British engineering that had helped the Japanese navy obliterate their fleet nine years earlier

“SCOUTS ON THE EAST COAST: Our correspondent on the central east coast reports that a large number of motor cyclists are engaged there as scouts, despatch riders, and in similar capacities. Petrol is very difficult to obtain, as naturally the Government commandeers most of the available supplies and consequently prices are very inflated. Everyone is reported as being very keen on his work, hard beds and bully beef being the only flies in the ointment. The scouts are armed with revolvers, and possess the power of commandeering a new machine if their own breaks down, a procedure which has occurred on more than one occasion.”



“Dawn on The East Coast: Many motor cyclists are at the present time employed in the defence of our shores, the North Sea Coast being especially guarded.”

“CHRISTMAS 1914: THE THOUGHTS APPROPRIATE TO CHRISTMAS DAY are all closely associated with the idea of ‘Peace on Earth and Goodwill towards Men.’ Unfortunately, this year such words seem somewhat out of place, much as one may wish for an end to the present terrible conflict which is raging over almost the whole world, and a lasting peace. Even the armistice suggested by the Pope for Christmas Day has been found to be impossible, and for

once Shakespeare is wrong when he says in King John, III, i: 'The yearly course, that brings this day about, Shall never see it but a holiday.' There will be no holiday for our comrades at the Front, and the best that we can wish them is victory in the day of battle and a safe and speedy return, when they may be sure of a right royal welcome."

Here's a batch of the adverts which enthusiasts were reading as the world descended into five years of madness.

WD

The War Office are purchasing both for actual service and for purposes of home defence, in the case of twin motor cycles, only those machines which have horizontally opposed cylinders, such as the Douglas. Ponder what this means when SPEED, RELIABILITY, ENDURANCE, SILENCE, and FLEXIBILITY ARE MATTERS OF LIFE AND DEATH, not only to the actual rider but may be to large bodies of troops, as in warfare, especially in the case of a surprise attack; success depends almost entirely upon the prompt and certain delivery of dispatches. This decision of the War Office experts confirms the countless successes achieved on



Douglas

MOTOR CYCLES

in every conceivable test, a few of the principal of which are given below. The Douglas was the pioneer of horizontally opposed twin-cylindered engines, therefore, let your mount be a Douglas, and so reap the advantages accruing to the greater experience.

ENGLAND	IRELAND	SCOTLAND
Six Days Trial.	End to End Trial.	Six Days Trial.
Team Prize.	Palmer Trophy	3 Gold Medals
Haslam Cup.	(best performance).	1 Silver Medal.
3 Gold Medals.	Lightweight Prize.	only 4 Douglasses
1 Silver Medal.	3 Gold Medals.	entered.

Please Note.—In the English Six Days Trial only 4 Gold Medals were awarded in the 350 c.c. class, 3 of which were secured by Douglas riders.

"In all cases B.S.A. Motor Bicycles were fitted with Standard Frames and Engines."

THE RELIABLE SIDECAR MACHINE

WONDERFUL ACHIEVEMENTS
OF

B.S.A. MOTOR BICYCLES

Fitted with B.S.A. Countershaft Three-Speed Gear.

SCOTTISH SIX DAYS' TRIALS:

Three B.S.A.'s Entered TWO AWARDS.

LONDON TO EDINBURGH TRIAL:

SIX B.S.A.'s Started (Four with Sidecars)

SIX B.S.A.'s Finished - Awarded SIX GOLD MEDALS

BROOKLANDS SPECIAL CLASS (open): B.S.A. FIRST.

SENIOR T.T. RACE: B.S.A. AWARDED GOLD MEDAL.

103 Started—52 Finished, of which SIX were B.S.A.'s.

MAGILLIGAN SPEED TRIALS:

10 Miles—B.S.A. FIRST. 100 Miles—B.S.A. FIRST.

PARIS—ROUEN—PARIS:

14 B.S.A.'s. STARTED. 13 B.S.A.'s. Finished.

YORK & DIST. M.C. HILL CLIMB: B.S.A. & Sidecar FIRST.

SURREY M.C.C. TRIAL: B.S.A. AWARDED GOLD MEDAL.

RETFORD & DIST. M.C.C. HILL CLIMB: B.S.A. FIRST.

STROUD M.C.C. HILL CLIMB: B.S.A. FIRST Winning "Triumph" Cup.

HAMILTON & DIST. M.C.C. SPEED TRIAL, 650 c.c. Class:

B.S.A. FIRST.

TYLDESLEY & DIST. M.C.C. HILL CLIMB:

Solo Class - B.S.A. FIRST. Sidecar Class - B.S.A. FIRST.

DEAL & DISTRICT M.C.C. CONSUMPTION TRIAL:

B.S.A.'s and Sidecars - FIRST and SECOND.

Press comments on the B.S.A. performance in the Senior T.T. Race:

"MOTOR CYCLING"

"The regularity of the B.S.A. was quite a feature of the Senior T.T."

"DAILY NEWS & LEADER"

"The B.S.A. set up a remarkable record of dependable regularity, combined with high speed, when no less than six of them finished the course without trouble. This was one of the outstanding features of a great race."

Write for Catalogue.

THE BIRMINGHAM SMALL ARMS Co. Ltd.
SMALL BEATH, BIRMINGHAM.

The outstanding feat in the many open competitions in which B.S.A. machines have been so extraordinarily successful, is that they have often beaten machines of considerably higher power. The constant successes of B.S.A. sidecar combinations afford striking evidence of the great power and reliability of B.S.A. Motor Bicycles.



Use B.S.A. Cylinder Oil—good for all Motor Cycle Engines.

In answering this advertisement it is desirable to mention "The Motor Cycle."

ASK FOR AN OFFER FROM
ALEXANDER & CO.
THE HOUSE FAMED FOR VALUE

And Bargains in everything of the best and latest, including newest commercial Sidecars of Enfield, Indian, Matchless, Bradbury, and other makes. Promptest delivery of newest and best models of all Motor Cycles, Sidecars, and Light Cars. We specialise in the new two-strokes and lightweights, Levis, Veloce, and Calthorpe Junior, all famous for efficiency and moderate cost. FINE SELECTION OF SECOND-HANDS, ALL READY FOR RIDING AND FULLY GUARANTEED AT UNEQUALLED LOW PRICES. Sole Scottish Agents for Indian, Douglas, and Enfields. Agents for Williamson, Matchless, Norton, P. & M., Bat, B.S.A., Bradbury Motor Cycles; also for Ford, Calthorpe, and G.W.K. Light Cars.

**113-115, LOTHIAN ROAD, EDINBURGH, AND
 272-274, GREAT WESTERN RD., GLASGOW.**

FOR QUALITY
Cardam
STAINES

ESTABLISHED 1860. WORKS COVER 5 ACRES.

6ft. x 4ft. x 7ft. high	£12 6
7ft. x 5ft. x 7ft.	2 10 0
8ft. x 5ft. x 7ft.	2 15 0
9ft. x 5ft. x 7ft.	3 0 0
10ft. x 7ft. x 7ft.	3 6 0
10ft. x 8ft. x 7ft.	5 5 0
12ft. x 8ft. x 7ft.	5 12 6

Double doors 2/6 extra.
 Prices on road and Station Station.
 These houses are tenants' fixtures, and can be bolted together in a few minutes. They are made of sound, well-seasoned matchboard, and complete with floor. Window in any desired position. Roofs of Stonedix felt. We treat each house with brown Sideroleum. Catalogues with particulars of other sizes Free.

PUNCTURES HAVE NO TERROR
IF YOU USE THE RICH DETACHABLE AIR TUBES
 With free air passage. No butt ends to burst.
 Made in all sizes, 1 1/2 to 3 1/2.
 Reduced price ... 26 x 2, 11/- 2 1/2, 12/- 2 1/2, 14/6.
 Endless or butt ended converted, 5/- and 6/-
 Address: RICH. Crawley, Sussex.

"SWAN" SIDE CARS
OXFORD.

WE WANT A LOT
— OF —
SECOND-HAND
Motor Cycles
 to be taken in part payment for
LATEST MODELS.

TRIUMPH, B.S.A., ENFIELD,
 A.J.S., ROVER, INDIAN,
 GLYNO, IVY, LEVIS,
NEW IMPERIAL
MOTOR CYCLES,
— OR —
 SINGER, STANDARD, HUMBER,
 PERRY, FORD, MORGAN
LIGHT CARS.

We have one 1913 8 h.p. BAT, 1913 B.S.A. and sidecar, 1912 3-speed A.J.S. Make us an offer! No reasonable offer refused.
 Any Motor Cycle or Light Car supplied on easy terms.

JULIAN,
Broad Street, READING.
 Biggest Dealer in the South. 43 years' reputation.
 'Phone 1024.

Choose sidecar display

12/6 BUYS AN
"ADVANCE"
ADJUSTABLE
PULLEY

and secures complete satisfaction to the Rider by eliminating all Belt and Gear Troubles.

WINTER RIDING
A PLEASURE.
THOUSANDS IN
USE.
 Write at once for particulars to
The Advance Motor Mfg.
Co., Ltd., Northampton.



The "GRADO" MULTI-PULLEY
 with Free Engine.

Gives gears 4-1 to 8-1. Lightweights 10-1
 No Jockey Pulley.
 No Belt Slip.

Starts your machine and Sidecar on steep hills. Fitted in two hours to Triumphs, Precision, Bradburys, B.S.A., Rex, Jap, etc.

Price for machines up to 6 h.p. £3 3s. Jap Engine 10s. extra. Lightweights, £2 10s.

THE "GRADO" MANUFACTURING CO.,
Stratford Road, Camp Hill, BIRMINGHAM.



BELOW COST
 To clear for 1915 Models.

We are clearing out stock to make room for 1915 models at prices below cost. Every machine fully guaranteed in good order and open to expert examination and trial. Any machine sent on approval.

1914 INDIAN, 2 h.p., standard, and Sidecar	£50
1914 ZENITH, T.T., 31 h.p., twin	£40
1914 JAMES 4-stroke Lightweight	£30
1914 TRIUMPH, 31 h.p., 3-speed gear	£30
1914 TRIUMPH, 31 h.p., 3-speed gear	£30
1914 PREMIER, 21 h.p., 4-stroke, 3-speed gear	£40
1914 CHATER-LEA No. 7 Combination	£54
1914 ARBONON, 31 h.p., 3 speeds, and clutch	£32
1914 J.A.P., 8 h.p., 4-stroke Sidecar	£20
1914 REX Sidecar, 5-6 h.p., cane Sidecar	£30
1914 PREMIER, 31 h.p., 3 speeds, and clutch	£30
1914 ROVER, 31 h.p., 4-stroke engine	£22
1914 TRIUMPH, 31 h.p., racing model	£25
1914 BRADBURY, 4 h.p., standard model	£22
1914 REX Sidecar, 5-6 h.p., cane Sidecar	£20
1914 DOUGLAS, 21 h.p., single-speed	£14

ELCE & CO.
 15, BISHOPSGATE AVENUE,
 CAMDEN ST., LONDON, E.C.

Telegrams: "Elcemov", London. Telephone: Avenue 5548

ENGLISH SPANNERS.
FOOTPRINT BRAND & DOMINO BRAND

MADE IN ENGLAND

Nº 1043 & 1049.

MADE TO STAND AND WEAR.

MADE IN ENGLAND

Nº 340. Nº 508

Sole Maker: **THOS. R. ELLIN, "Footprint" Works, SHEFFIELD.**

Send for a List.



WE WANT YOU TO FIT A
SUPREME Sidecar
TO
YOUR NEW MOTOR BICYCLE.

Graceful, Low, Comfortable, refined in every detail, and after once lining up to machine you can detach or attach sidecar to machine in 30 seconds with the Supreme Lightning Connection.

Models from £9 to £14

Write for lists and see all the many advantages they possess
THE SUPREME SIDECAR MANFG. CO., Ltd.
 14, Great Hampton Street, Birmingham.
 105, City Rd., LONDON. SCOTLAND: D. F. Mann, 4, King Street, Dundee.



SIMPLE SAFE SURE
 Our 'Standard'

Standard
BELT FASTENERS


are before all else Simple, Safe, and Sure. A belt fastener that has unique features yet is not complex and has no frivillous ideas embodied. Just a plain, straightforward, serviceable fastener made on correct principles, and that has proved its worth in Trials and private service everywhere. Users write: "... have found yours the most reliable and satisfactory..." "... most satisfactory of any I have used." Over 300,000 were sold in 1915. Think of it—a thousand every day of the year—and all giving satisfaction. Now why not do away with your belt trouble once and for all. We guarantee all our fasteners for ever. We couldn't do more, could we?

STANDARD 104. Adjustable 1s.
SIMPLEX 60. Adjustable 9d.
 —and very nice too.

HERWIN, GANNY & Co.,
 Sole Patentees and Manufacturers of the First Hook Fastener,
 26, WILLIAM ST., WOOLWICH, S.E.



ODDARD'S MOTOR CYCLE HOUSES



Fl. Ft. Ft.	(s. d.)
6 x 4 x 6 high	1 17 6
7 x 5 x 6	2 7 6
8 x 6 x 7	2 15 0
9 x 6 x 7	3 2 6
10 x 7 x 8	4 5 0
12 x 8 x 8	5 5 0

Wide double doors
2.6 extra
carriage Paid.

These houses are made in sections to bolt together. Easily
erected. Made of well-seasoned tin, T. and G. and V-jointed
matchboards, and complete with door and window. Roof
fitted with Patent Vulca-Seal Roofing. New illustrated
catalogue with prices of other houses post free.

Copy of Testimonial.—Audley Range, Blackburn, 11th
Oct. 1913. Sirs—Glad to say received "Gem" Motor
house all in order, and it justifies its name. Am well
satisfied, it was erected in less than a quarter-of-an-hour.
Yours faithfully, J. S. HOLMES.

ODDARD'S, Ltd., Crown Works, Vicarage Lane, Ilford, Essex.

What about your next Motor
Cycle Suit?

Any sort of Suit will **NOT** do.
Proved by experts, the
"RED SEAL" SUITS
WILL do.

Take their advice—it's worth
something to you!

Wholesale only from—
ROBERT H. PATTERSON (Manchester), LTD.,
CANNON STREET, MANCHESTER,
who can supply all sizes by return in seven distinct styles.

**THE MOTOR CYCLIST
EXPERT TAILORS**



know your needs from 16 years' riding experi-
ence, and offer Clothing of quality that always
satisfies. Material of excellence, perfect cut,
smart style, good fit, and skilled make. Special
detail improvements, ensuring most efficient
protection in all weathers. Unequalled com-
fort and durability.

Double-breasted Coat, waist belt, wind cuffs,
extra strong pockets. Sealed Trousers Overalls,
gaiter well shaped. Send chest measure
over with and inside leg measure of trousers.

SUITS (Heavy), 50/- (Light), 45/-
TROUSER OVERALLS (Heavy), 20/-
(Light), 15/-

Satisfaction guaranteed, or money back if
returned within 7 days in good condition.
Write to-day for patterns and full particulars

MOSLEY & SMITH
Buttershaw, Bradford.

**UNPRECEDENTED
CASH
BARGAINS**

Bedrock Prices. Highest Value.

This week we are offering for cash a list of second-
hand machines which in other times would be
cheap at 25% increase on the prices now quoted.
Every machine in perfect order. The following is
not the full list. Write for it.

1914 P. & M. 3 1/2 h.p., 2-sp. gear	£50
1914 LEVIS 2 1/2 h.p., 2-sp. gear	£38
1914 ZENITH GRADUA 6 h.p. Clutch	£60
1914 JAMES 4 1/2 h.p. S.C. Comb.	£60
1914 DOUGLAS 2 1/2 h.p., 2-sp. gear	£38
1914 JAMES 3 1/2 h.p. Twin T.T.	£48
1914 TRIUMPH 4 h.p., 3-sp. gear	£48
1914 JAMES 2 1/2 h.p., 2-stroke 2-sp.	£35
1913 CHATER LEA 2 1/2 h.p. S.C. Comb.	£58
1913 KERRY ABINGDON, 3-sp. and Clutch	£32
1913 ROVER 3 1/2 h.p., 3-sp. and Clutch	£35
1913 REGAL GREEN 3 1/2 h.p., 3-sp. and Clutch	£35
1913 DOUGLAS 2 1/2 h.p., 2-sp. gear	£34
1913 HUMBER 2 1/2 h.p. Free Engine	£25
1913 REX SIDETTE 3-6 h.p., 2-sp.	£38
1913 ZENITH GRADUA 3 1/2 h.p. T.T.	£30
1913 J.A.P. 8 h.p. Mahon Clutch	£32
1912 PREMIER 3 1/2 h.p., 3-sp. and Clutch	£32

ELCE & CO

15, BISHOPSGATE AVENUE,
CAMOMILE ST., LONDON, E.C.

Telegrams: "Elcemocyc, London." Telephone: Avenue 5548

**BRITISH
VICTORY.**

1914 6 h.p. A.J.S. and sidecar, hood, screen, detachable wheels; original price £94 17s. 6d.; shop-soiled; reduced to ..	88 gns.
1911 TRIUMPH, grand condition	18 gns.
1914 TRIUMPH Junior	40 gns.
1914 TRIUMPH, 3-speed, 4 h.p.	£60 0
1914 T.T. TRIUMPH, 4 h.p., 3-speed, Cowey speedometer, lamp, horn, etc.	50 gns.
1914 TRIUMPH, 4 h.p., 3-speed, speedometer, lamp, horn, etc.; cost over £65	48 gns.
1913 DOUGLAS, 2-speed, absolutely as new	30 gns.
1912 DOUGLAS	24 gns.
1913 B.S.A., 2-speed, and sidecar	50 gns.
1914 CLYNO, 2-stroke	£30 0
1912 ENFIELD, 2-speed	24 gns.
1914 IMPERIAL J.A.P., 2-speed	31 gns.
ARIEL, Bosch magneto, B. & B. carburettor	10 gns.
FAFNIR	5 gns.

LIGHT CARS IN STOCK.

1914 PERRY Cabrio Coupé, shop-soiled ..	145 gns.
1914 PERRY, complete, shop-soiled	120 gns.
1914 SINGER de Luxe, dynamo lighting set, shop-soiled	178 gns.
1914 SINGER de Luxe, special finish	£225 0
1914 FORD, 5-seater, as new	95 gns.
1913 (Sept.) G.W.K., with £6 6s. lighting set	95 gns.

EXCHANGES! EASY TERMS!

JULIAN,
84, Broad Street, READING.

43 Years' Reputation. Biggest Dealer in the South.
Phone 1024.

SAFETY
Is assured by using only
TANLEY

BELT ACCESSORIES.
There is the
STANLEY FASTENER
(as illustrated) 9d.
and the
LION FASTENER
Guaranteed 5,000 miles .. 6d.

Other Stanley Good Goods:
Stanley Spare Link .. 1/-
Stanley "Shield" 8d.
Stanley Adjusting Hooks 6d.
Stanley Belting fm. 1/3 pr. ft.



Send a post-
card for our
Booklet "Belts
and Belt Fit-
tings," written
by an Inter-
national rider
**STANLEY
MOTOR BELT &
FASTENER CO.**
(Inventors of the
Original Hook
Fastener).
Stanley Works, Messers
BROMLEY, KENT

The Brampton way of absorbing shock

is the simple, the thorough, and the most effective way. Look at the illustration and notes and you will observe that both vertical and horizontal shocks are absorbed by the Brampton Bi-flex spring fork. Other makes take up only one direction shock—the other is transmitted through the frame to the rider with uncomfortable and sometimes disastrous results.

C Bearing surfaces are large and provision is made for taking up wear in links.

Why not write to-day for our fully descriptive pamphlet? Post free.

BRAMPTON BROS., LTD.,
OLIVER STREET WORKS BIRMINGHAM



Here the top of the girder is cushioned between two sets of springs and moves backwards and forwards under horizontal shocks

The girder is attached here by means of links to the bottom of the steering column and absorbs vertical shocks.

BRAMPTON BI-FLEX SPRING FORK

READ WHAT THE RIDERS SAY

Before buying a Sidecar let us send you our Catalogue which contains many most interesting experiences and opinions from riders, fully proving all our claims concerning the Canoelet Sidecar.

THE MOST PERFECTLY
CONSTRUCTED HIGH-GRADE
COACH-BUILT SIDECAR.

THE SIDECAR WITH THE
PATENT CIRCULAR FRONTED
UNBREAKABLE CHASSIS.

THE CAR OF PERFECT SUS-
PENSION WITH THE UNIQUE
SYSTEM OF SPRINGS THAT
GIVES THE MOST COMPLETE
FREEDOM FROM VIBRATION.

Prices—

£10 : 10 to £16 : 16

Catalogues Free.



IN OUR BOOK
THAT TELLS
ALL ABOUT

The

Canoelet

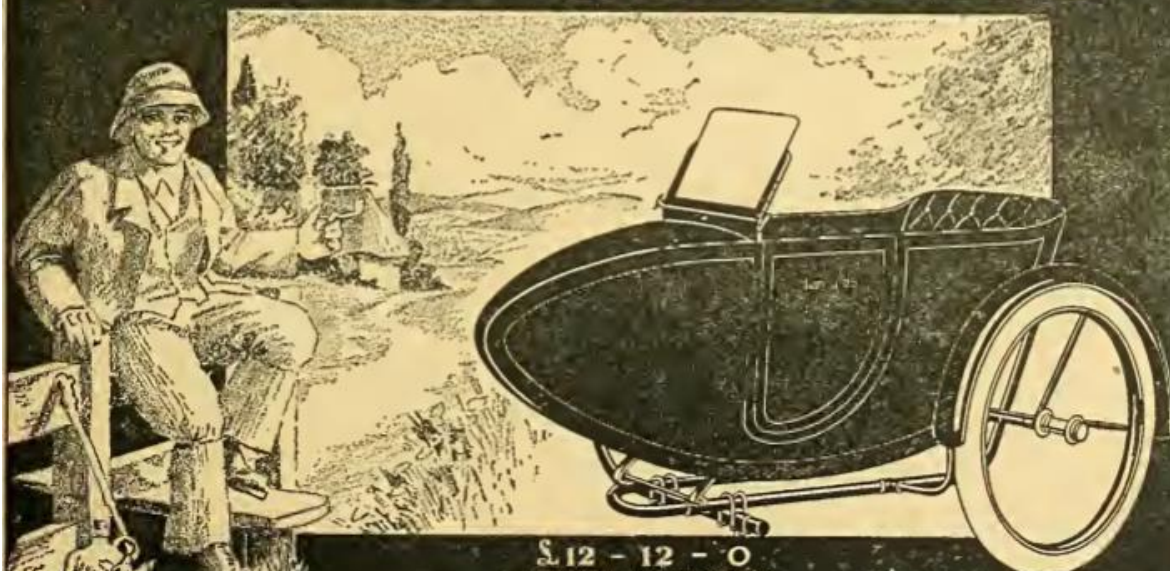


THE BOOK WE SEND FREE,
AND POST FREE ANYWHERE.

MEAD & DEAKIN, Rushey Lane, Tyseley, BIRMINGHAM.

YOU CAN SEE
THE COUNTRY ON
IN LUXURY & SAFETY

HERCULES SIDE CARS



£12 - 12 - 0

LICENSEE/ PAT. NO. 24012/11

WRITE FOR ART CATALOGUE
HERCULES CYCLE & MOTOR CO. LTD.
CONYEBERE ST. BIRMINGHAM

LONDON AGENTS
GODFREYS LIMITED
67 PORTLAND ST. W.



Hitherto we have refrained from recommending motorists to use Lodge plugs simply because they were British made.

Our aim has always been and always will be to make the **best** plug in the world.

We understand, however, there is at this present juncture a special desire of motorists to know which accessories are really British. Accordingly we have pleasure in stating that

LODGE PLUGS

are made in England, : by an English firm, : with English capital.

AS USED BY ALL H.M. GOVERNMENT DEPARTMENTS.

Standard model, as illustrated, **4/-** each, of all dealers,

or post free by return when remittance accompanies order, direct from the manufacturers:—

THE LODGE SPARKING PLUG Co., Ltd., BIRMINGHAM.

MATCHLESS

**BUSINESS
AS USUAL**

The Matchless Commercial Sidecar Combination

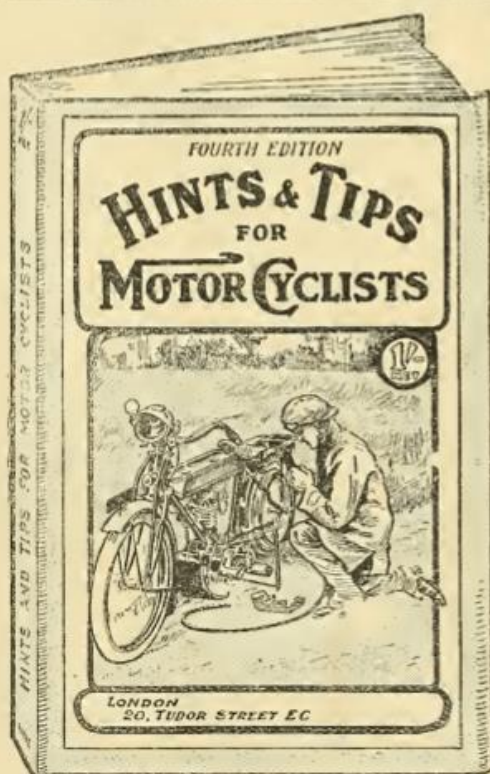
is stronger, more powerful, and easier to control
than anything of a similar nature on the market.

EARLY DELIVERIES GUARANTEED.

Price £90.

ASK FOR FULL PARTICULARS. FREE TRIALS ARRANGED.

H. COLLIER & SONS, LTD. PLUMSTEAD S.E.



FOURTH EDITION

Revised, Enlarged, and brought up to date.

"Hints and Tips for Motor Cyclists" contains what may be termed the cream of all motor cycling knowledge up to date. The book gives hundreds of useful "wrinkles" and little items of information concerning the running, management, and repairs of motor cycles, culled from the experience of many years of riding, and covering every detail of the machine. The arrangement is simple and straightforward and reference is simplified by an extensive index and marginal subtitles on every page.

Invaluable to the new rider.

Price 1/- Net. ∴ By Post 1/2

from Iliffe & Sons Ltd., 20, Tudor Street, London, E.C.,
and all Booksellers and Railway Bookstalls.

QUADRANT

The mount supplied to the War Office —
 the Quadrant 4½ h.p. solo — is identical in all essential details with the machine we offer you.
 "There's no query about Quadrants" and the confidence of the War Office is further proof of that.
 Distinguished by absolute reliability it is an ideal mount for "active service" and, under war conditions, will emerge from the severest tests triumphantly.

Note these details — 4½ h.p. Armstrong 3-speed Gear and Free Engine — Dunlop Tyres and Belt — Bosch Magneto — Senspray Carburetter — Quadrant Spring Forks —
 And these prices —

Solo 45 Gns. — Combination 55 Gns.

And then — let us send you descriptive folder.

QUADRANT WORKS, LAWLEY STREET, BIRMINGHAM. London Dept.—73, Gt. Queen Street, Kingsway.

"THERE'S NO QUERY ABOUT QUADRANTS"



When cornering

or hill-climbing, the strain upon the hubs and bearings is greater than you realise.

It is quite easy to distort or twist spindle and cranks, and unless your motor cycle is equipped with Skefko SKF bearings, this means a serious breakdown.

SKEFKO. SKF

SELF-ALIGNING **BALL BEARINGS**

do not run hot, crack, or crush, but adjust themselves instantly to any distortion of crank or spindle. Cost a shade more than the rigid type, but save you pounds in the long run.

The SKEFKO BALL BEARING Co., Ltd.,
 Head Office and Works: Luton, England.
 Telephone: 416 Luton.
 London Office: 28, Victoria Street, Westminster, S.W.
 Telegrams: "Skefko, Vic, London." Telephone: 6641 Victoria.

Huile De Luxe

The most efficient lubricant made

**is sold in
 bulk as well
 as in small
 tins.**

If you have a **Sidecar Machine**, consider the economy of buying a 5 gallon drum of oil for your season's requirements—the saving is considerable.

These, sealed, labelled, carriage paid drums are obtainable from the leading Cycle and Motor Agents everywhere at List prices.

The 1914 Lists give the prices of Oils in drums

PRICES' COMPANY LIMITED,
 BATTERSEA, LONDON, S.W.

SUN MOTOR CYCLES.

Models from 6 h.p. twin J.A.P. to 2½ h.p. Sun-Villiers two-stroke.

Two convincing Testimonials (entirely unsolicited) to the great efficiency of "Suns."

Bexhill-on-Sea, July 2nd, 1914.

Dear Sirs,

As I shall soon have had my Sun-Villiers a year, I beg to inform you that it is going strongly, and that the only fault ever found with it was on June 17th last when a Brighton Policeman said it was going too fast!!

Yours truly,

HENRY BOURNE, J.P.

Maybole, May 21st, 1914.

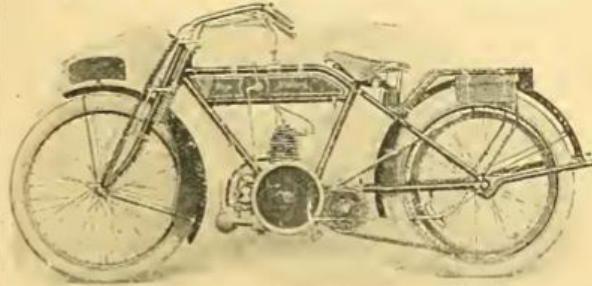
Dear Sirs,

I have now had an opportunity of giving the Sun 2-stroke motor a good run of over 50 miles, and am pleased to say as far as running is concerned it quite comes up to expectations, it has a great turn of speed, and simply romped up difficult hills.

Yours truly,

HUGH B. McFADYEAN.

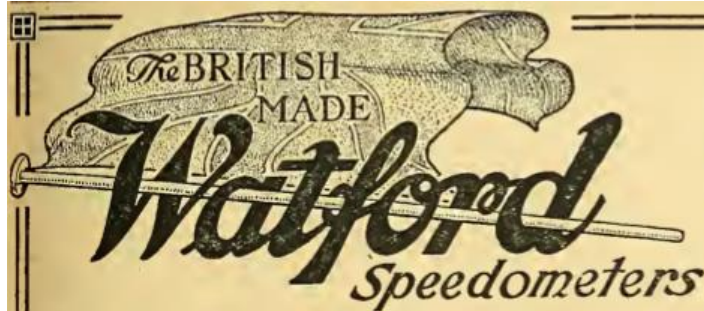
We are the largest makers in the world of two-stroke Motor Cycles.



Sun-Villiers 2½ h.p. two-stroke single speed, 25 guineas.

With two-speed gear, £33 : 0 : 0

SUN CYCLE & FITTINGS Co., Ltd., Birmingham.
ESTABLISHED 1885.



The First MOTOR CYCLE SPEEDOMETER
to enter and pass an officially observed
AUTO CYCLE UNION 3,000 MILES TEST

Newcastle-on-Tyne, May 14th, 1914.

Dear Sirs,—I am well pleased with the speedometer and find it very accurate and steady. Both my nephews have got **WATFORDS** since, and are equally pleased.

Yours truly,

(Signed) DAVID MACKEE.

Write for Catalogue to—**NICOLE, NIELSEN & CO., LTD.**,
Inventors and Patentees of the Chronograph, 1862; Split Seconds, 1871;
and Speedometer, 1904.

THE WATFORD SPEEDOMETER WORKS.
London Showrooms—14, SOHO SQUARE, W.
Telephone—2833 Central. Telegrams—Niconielco, London.

are the outcome of the unique experience of a first-grade English watch manufacturing firm, established in London 1839.

Motor Cycle Speedometer and Watch.

Type 700 £5 5 0
Speedometer with trip and maximum speed hand.

Type 702 £4 4 0
Speedometer with total and trip mileage counter.

Type 706 £3 3 0
Speedometer with total mileage counter.

With Watch,
£1 - 1 - 0 extra.



THERE IS A REASON FOR WATFORD SUPREMACY.

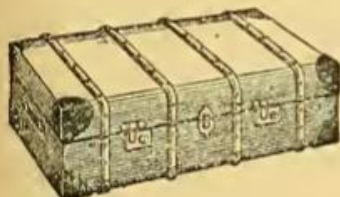
New Travelling Coats at **WHITELEYS**

All Wool Scotch Tweeds, single or double breasted, smartly cut and finished in best style.

37/6

These coats being ready to wear, no patterns of cloths can be submitted, but if the colour preferred is stated, a careful selection will be made to ensure satisfaction.

Measure of chest over waistcoat, length of inside seam of coat sleeve, and height should also be given when ordering.



Holiday Trunks. Foundation Flaxite Fibre, covered with good quality Flax Canvas. Fitted with steel frame, 8 solid leather corners, 2 good slide nozzle locks; hard wood battens all round, with Tray.

Prices.

30in.	32in.	34in.	36in.
45/6	48/6	51/3	54/-



Wm. WHITELEY, Ltd.

Universal Providers,

QUEEN'S ROAD, LONDON, W.

Special offer of Men's Tunic
Shirts, with soft or stiff cuffs.
Three for 11/6.
Price each **3/11**



BEWARE.

MOTOR CYCLISTS beware of
purchasing **GERMAN TYRES**
made in the same factory as the fabric of
Zeppelin Airships.

BE PATRIOTIC—Insist on North British

CLINCHER TYRES

**SUPPORT BRITISH WORKPEOPLE.
REMEMBER, CLINCHERS ARE
BRITISH & BEST.**



Official distinction.

Convincing evidence of the value of the many and exclusive features identified with

CLYNO Motor Cycles

is furnished by the fact that the CLYNO COMBINATION is, so far as we can ascertain, the only combination expressly designed for Sidecar use which has been

**ordered by
H.M. WAR OFFICE**

*And such evidence should influence
your choice — let us send you details
and copy of our latest list — "1914."*



Support the Prince of Wales's National Relief Fund. Contributions should be forwarded to H.R.H. the Prince of Wales, Buckingham Palace.

An appeal to PATRIOTISM

Will YOU answer it?

Continental tyres are made in Germany by the enemy. Their purchase here assists him, while the use of **any** foreign tyre diminishes employment for British workpeople.

BRITISH-MADE

DUNLOPS

are far superior in quality, and can be supplied in unlimited quantities at usual prices.

Fit them to your motors and cycles and help to keep the flag flying.

Should our villages and countryside continue to display German advertisements?

What is YOUR answer?



By appointment motor tyre manufacturers to H.M. King George V.

The DUNLOP RUBBER Co., Ltd., Founders of the Pneumatic Tyre Industry

Aston Cross, Birmingham; Alma Street, Coventry. Branches—London, Nottingham, Manchester, Newcastle, Bristol, Leeds, Liverpool, Glasgow, Dublin, Belfast.

DUNLOP SOLID TYRES FOR HEAVY COMMERCIAL VEHICLES.

GAMAGES

The "Ligall" Petrol Pourer.



Type C, Motor Cycle 4/6 size, Carriage paid.

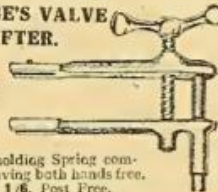
THE "GAMAGE" PLUG.



Look for the name "Gamage," Holborn, on the package. Extra strong electrodes, and the best porcelain. Every plug is guaranteed Price 1/9

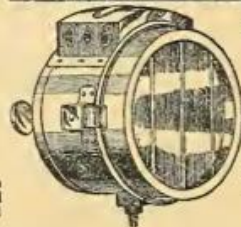
GAMAGE'S VALVE LIFTER.

1/6



Remains holding Spring compressed, leaving both hands free. Price 1/6, Post Free.

THE WORLD-FAMED MOTOR CYCLE MOTOR CYCLE OUTFITTERS. GAMAGE ACCESSORIES SPELL SATISFACTION FOR ALL THEIR USERS



Motor Cycle or Tricar Lamp.

Lamp only 12/9, fitted with genuine Mangin Lens Mirror Reflector and Roni Burner, yet cheaper than other lamps with ordinary lens and burner. Generator suitable for these lamps, 8/6

WATCH.

30-hour Movement. Lock-up Case. Nickel Finish. Size 2 1/2 in. For 1/2 in. and 2 1/2 in. handle-bars.

Price..10/-

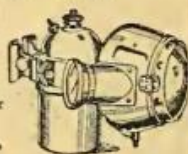


Superior quality movement .. 15/- Best quality, thoroughly reliable .. 25/-

SELF-CONTAINED ACETYLENE REAR LAMP.

Light and strong. Combining large red light at rear and white light to shine on number plate.

Price 8/9.



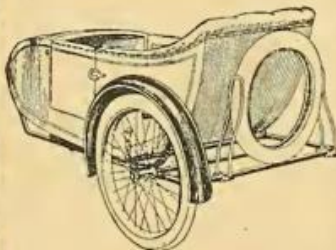
Postage 3d.

Lamp only, to work off usual Generator .. 3/6

ENGLISH DUNLOP MOTOR CYCLE TYRES.

Description.	Size.	Special Reduced Price.	List Price.
BEADED EDGE, RUBBER	26 x 2 1/2	s. d. 28 6	s. d. 38 0
STUDD, HEAVY PATTERN			

THE G.W. CARRIER FOR SIDECARS.



Will fit on tubing of any Standard Sidecar Chassis. The only suitable method of carrying Spare Parts on Sidecars. Light, unbreakable, and easily fitted.

Price 7/6, Carriage Paid.

"ROM" Motor Cycle Tyres.

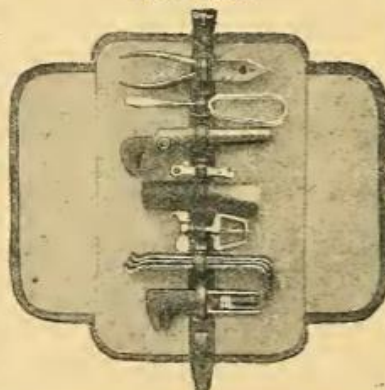
The latest pattern "Rom" hard-wearing and non-slipping tyres, combination rubber and steel.

"ROM" Tyres.

24 x 2 1/2	..	47/6
26 x 2	..	46/9
26 x 2 1/2	..	49/6
26 x 2 3/4	..	51/-



The Motor Cyclist's 'Practical' Tool Roll.



Consists of 8 best quality tools specially selected by a well-known racing motor cyclist fitted in strong leather roll, small, neat and light Price 10/6 Carriage paid.

Collapsible Goggles for Motor Cyclists.

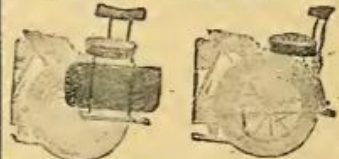


Dustproof, comfortable, light, ideal for motor cyclists.

Price per pair .. 1/- Postage 2d.

As sold elsewhere at 4/9 Superior quality, with unbreakable triplex lenses. Price .. 10/6

THE V.M. PILLION SEAT.



No. 1 .. 29/6 No. 2 .. 21/-

This seat is handsomely upholstered and padded with horsehair and has a special combination of springs which obviates jolting.

No. 1. Complete with Backrest and Dressguard, price .. 29/6

No. 2. Seat with Backrest, price .. 21/-; Seat, only 16/-

ANY MAKE OF MOTOR CYCLE SUPPLIED BY EASY PAYMENTS.



*In view of the excellent moral it is
hoped that literary shortcomings
will be overlooked.*

I remember, I remember
(Thinking *all* adverts were "right"),
One fine morning in September,
Buying my first motor bike.

I remember being elated
At the seller's kindly mood—
Sorrowing, as he related
How his health was far from good.

Otherwise (he told me plainly)
I had failed to gain his prize;
So I paid my cash—insanely
Seeing truth in all his lies.

I remember, I remember
(For the motive power was "Me")
Running miles that hot September
With an engine ever free.

I remember endless troubles
(Once a truant gudgeon pin),
Crank-case leaking oily bubbles,
And—all sorts of funny things.

I remember asking sadly
How could I exchange my prize,
And the answer, given gladly,
"Go to Godfrey's, if you're wise."

Now I've got a lovely "Indian"
(And it romps up every "rise")
I shall buy a Godfrey's sidecar.
See what comes of being wise!



NEW 1914 MODELS IN STOCK.

- £10 HENDEE SPECIAL**, equipped with electric starter, electric head light, electric tail light, electric horn, Corbin-Brown rear drive speedometer, and magneto ignition.
- £70 7 h.p. INDIAN**, 2-speed, spring frame Tourist Standard Model, kick starter, electric head and rear light and electric horn, Corbin-Brown speedometer.
- £59 7 h.p. INDIAN**, rigid frame Road Racing Model, fitted with Corbin-Brown speedometer, but no lighting equipment.
- £60 3½ h.p. INDIAN**, 2-speed, spring frame Tourist Model, kick starter, electric head and rear light, and electric horn, Corbin-Brown speedometer.
- £135 1914 Model T 5-seater FORD Car**, complete with hood, screen, lamps, horn, speedometer.
- 31 Gns. 1914 2½ h.p. NEW IMPERIAL-J.A.P.**, light tourist, 2-speed.
- 65 Gns. 1914 3½ h.p. SCOTT**, 2-speed, kick starter.
- £42 1914 2½ h.p. Model T DOUGLAS**.
- £48 1914 2½ h.p. Model U DOUGLAS**, 2-speed gear.
- £48 1914 2½ h.p. Model V DOUGLAS**, 2-speed gear.
- £52 1914 2½ h.p. Model W DOUGLAS**, 2-speed gear, free engine, kick starter.
- £60 1914 4 h.p. TRIUMPH Roadster**, 3-speed gear.
- £76 13 1914 8 h.p. Clutch ZENITH, Model H**.

SECOND-HAND GUARANTEED MACHINES.

Under £20

- 1851 £16 1909 3½ h.p. BROWN**, free engine.
- 890 £16 1906 5-6 h.p. PEUGEOT**.
- 1887 £18 1911 3½ h.p. BROWN**.
- 1539 £18 1909 2½ h.p. DOUGLAS**.

£20 to £30

- 1272 £22 1910 2½ h.p. DOUGLAS**, lamp, generator, and horn.
- 1077 £24 1911 3½ h.p. KERRY-ABINGDON**.
- 1368 £25 1910 3½ h.p. HUMBER**, 2-speed.
- 912 £25 1912 3½ h.p. LINCOLN-ELK**.
- 1454 £25 1911 2½ h.p. DOUGLAS**, fitted with 1913 Amie carb.
- 1119 £25 1912 2 h.p. HUMBER**, 1-speed.
- 1167 £27 1909 3½ h.p. Clutch TRIUMPH**.
- 1834 £29 1911 3½ h.p. HUMBER**, 2-speed, free engine.
- 1664 £29 1913 3½ h.p. LINCOLN-ELK**.

£30 to £40

- 1054 £30 1911 3½ h.p. SINGER**, F.E., completely re-enamelled.
- 1734 £32 1911 3½ h.p. HUMBER**, 2-speed, and Sidecar.
- 1238 £32 1912 3½ h.p. CAMPION-J.A.P.**, free engine, 3-speed.
- 1221 £32 1913 2½ h.p. Clutch SINGER**.
- 1643 £32 1912 2½ h.p. T.T. DOUGLAS**.
- 610 £33 1911 7 h.p. Clutch INDIAN**.
- 1156 £33 1912 3½ h.p. RUDGE**, clutch model.
- 937 £35 1912 3½ h.p. BRADBURY**, Phillipson pulley, complete with lamp, generator, and speedometer.
- 1918 £35 1911 3½ h.p. SCOTT**.
- 1534 £35 1912 3½ h.p. ZENITH**, Gradua gear.
- 1745 £35 1912 3½ h.p. T.T. TRIUMPH**.
- 1470 £36 1912 3½ h.p. RUDGE**, T.T. bars, 2-speed.
- G.A. £36 1912 3½ h.p. SCOTT**, 2-speed, kick starter.
- 1354/55 £36 1910 3½ h.p. TRIUMPH**, free engine, and Phoenix S'car.
- 1217 £36 1913 2½ h.p. 2-speed VELOCE**.
- 1863 £38 1912 3½ h.p. Clutch TRIUMPH**.
- 1855 £38 1912 3½ h.p. Clutch TRIUMPH**.
- 1056 £39 1911 3½ h.p. TRIUMPH**, free engine, and Sidecar.
- 1539 £39 1913 2½ h.p. A.J.S.**, 2-speed, kick starter.

£40 to £50

- 1531 £42 1913 3½ h.p. PREMIER**, 2-speed.
- 1719 £43 1913 7 h.p. Road Racing INDIAN**.
- 1275 £43 1913 3½ h.p. HUMBER**, 3-speed, free engine.
- 1856 £43 1912 3½ h.p. SCOTT**, 2-speed, kick starter.
- 1917 £45 1913 3½ h.p. TRIUMPH**, 3-speed.
- 1053 £47 1912 7 h.p. INDIAN**, 2-speed, kick starter.
- 1656/7 £48 1912 3½ h.p. SCOTT**, 2-speed, kick starter, 1914 Binks carburettor, 1914 type lubricator, and Middleton Sc.

GODFREY'S is the Best House for New or Second-hand Machines and Specialise in EXCHANGES AND EASY TERMS. Special Coach-built Sidecars for Indian Motor Cycles from 15 gns.

GODFREY'S LTD.,
LONDON,

208, Great Portland St., W.

Phones—4464
4350 Mayfair.

L.M.C.

The most successful motor cycle of the year

Successful in every reliability trial in which it has competed. The record is 22 awards out of 22 entries in 75 events.

Gold Medals in the English, Scottish, and Irish Trials, and the Manufacturers' Cup and 3 Gold Medals in the London-Edinburgh Trial.

Equally successful in the service of private owners all over the world, of which the following provides evidence.

AT HOME.

"Speed and pulling power nothing less than marvellous; my 4 h.p. touring model second fastest in fast hill climb, only beaten by 8 h.p. machine by 1½ seconds."—T.W.H., Northumberland, 8/24/14.

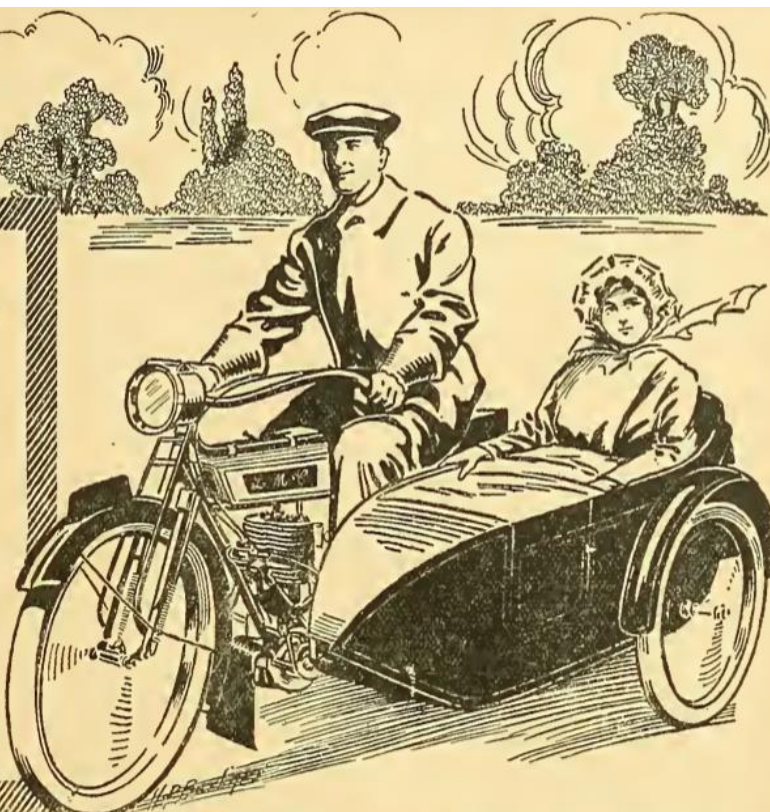
ABROAD.

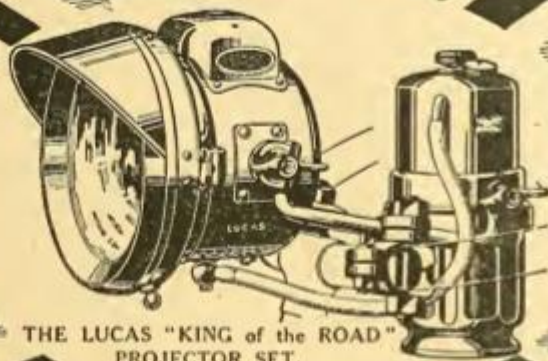
"My L.M.C. behaved splendidly; has carried me over hills and through sand that riders of other machines had to get off and push."—V. B. C., Australia, 25/6/14.

The secret of the great power and speed of the L.M.C. is in its scientific construction. The chain drive for low gear and the sweet belt drive for high gear is ideal.

PROMPT DELIVERY OF HOME AND COLONIAL MODELS

LLOYD MOTOR ENGINEERING CO., LTD.,
132, Monument Road, BIRMINGHAM.





THE LUCAS "KING of the ROAD"
PROJECTOR SET.

No. 462

Lucas

"KING OF THE ROAD"

Lamps

**ALL BRITISH,
AND PROUD OF IT.**

Lucas Lamps

are not only made by skilled Britons, in a British factory, owned by purely British employers, but they are much the best lighting sets produced anywhere by any firm, whether British, partly British or wholly alien.

*Ask for illustrated catalog
at Lucas Motorcycles Ltd.
and free from Dept. F.*

**JOSEPH LUCAS Ltd.,
BIRMINGHAM.**

DEPOTS:
LONDON. MANCHESTER.
DUBLIN. NEWCASTLE-ON-TYNE.

Specify a LUCAS DYNAMO LIGHTING SET on your New Sidecar Machine—Ask for Particulars.

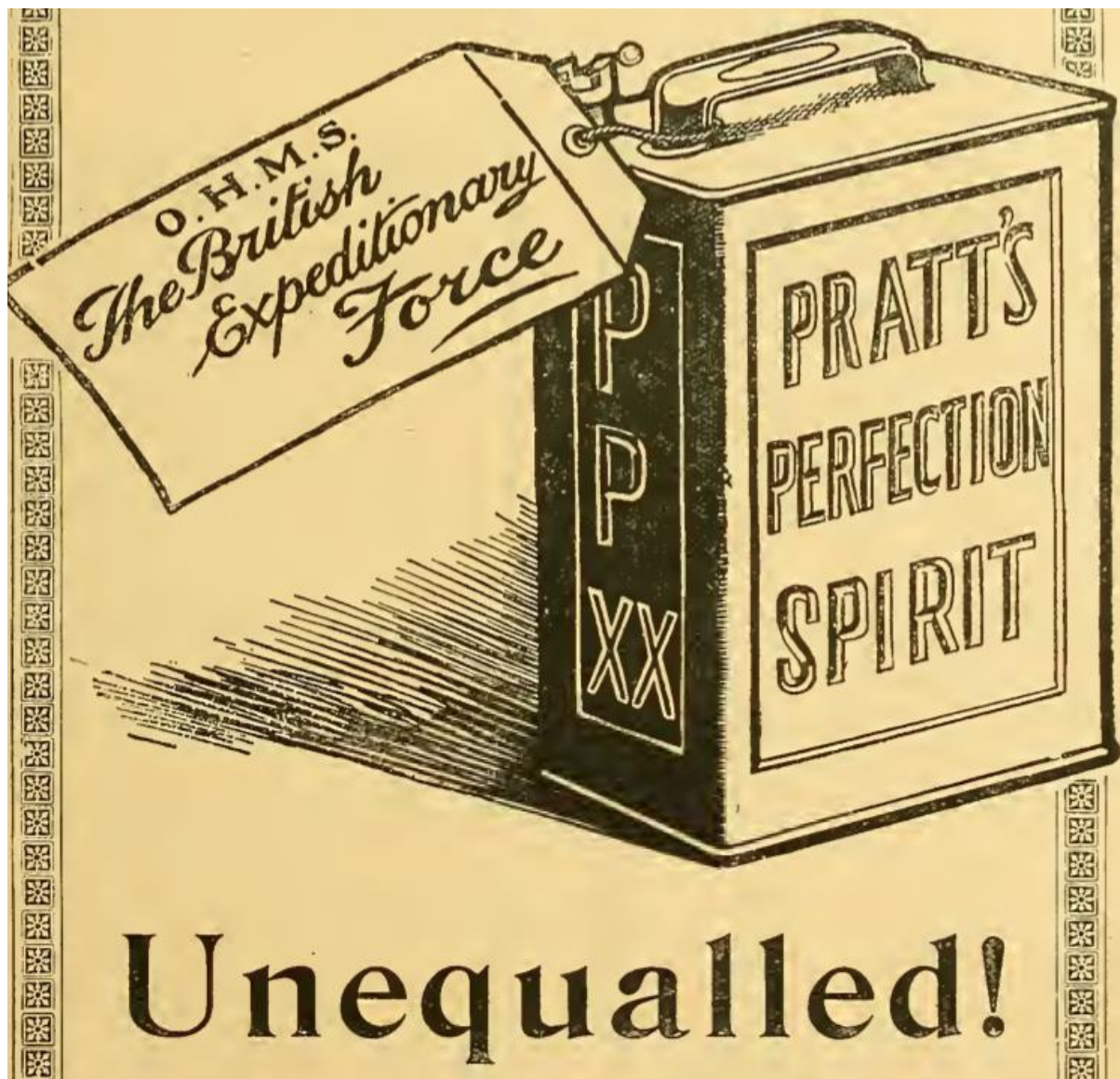
PLAYER'S
"COUNTRY LIFE"
Cigarettes
(MEDIUM STRENGTH)

Pure Virginia Tobacco

10 for 2 $\frac{1}{2}$ d.
20 for 5 d.
50 for 1/-



Types of
British Army.
CANADIAN
INFANTRY.



Unequalled!

ROYAL NAVAL DIVISION.

Public School Battalion.

The Admiralty have given official permission for raising a Battalion of 1,000 men, which will be strictly limited to Public School or University Men and who will serve together as a Unit.

Training is now going forward.

Service: For the period of the War. Military Training. Ages 18—35. Height, 5 ft. 3½ in. Chest, 34 in.

No expenses are incurred by recruits.

Pay at Service rate of 1/3 per diem.

Enrolment is proceeding at, and application should be made at once to,

ROYAL NAVAL DIVISION,
6, 7, 8, OLD BOND STREET, LONDON, W.
Phone: Regent 5515.

GOD SAVE THE KING.

SEEING THAT WE IN THIS COUNTRY POSSESS THE MOST PERFECTLY MADE PLUG IN THE WORLD, WHY GO OUT OF OUR WAY TO BUY FOREIGN PLUGS?

Why use any other



than

THE FAMOUS

LODGE
PLUG?

4/- each. Stocked by all Dealers.

Sold in red metal boxes (sealed).

The Lodge Sparking Plug Co., Ltd., Birmingham.

REX-REX

Belt Drive
Sidette
2-Speed.

£77 - 10 - 0

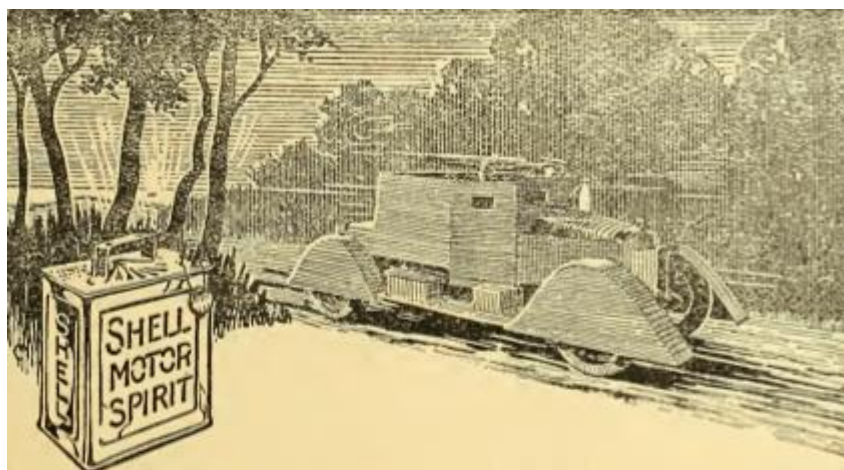


Chain Drive
Sidette
3-Speed.

£85

HOODS AND SCREENS SUPPLIED TO FIT ANY REX SIDECAR

THE REX MOTOR Mfg. Co., COVENTRY



ARMoured CARS *of the Allies are run on*

'Shell' Motor Spirit because it can be thoroughly depended upon under all conditions and because it is so pure and uniform in quality. It is used in all branches of the service for air, land and sea.

'SHELL'

MOTOR SPIRIT

is supplied to the Allied forces only and not to the foes of our country. Fill up on 'Shell' and refuse any other spirit.

OBTAINABLE EVERYWHERE.



Mark A3,
3/6.

WILL YOU NOW SUPPORT GERMAN COMPETITION?

Will you supply *them* with the sinews of war, when you can get better satisfaction at less cost by using British-made productions?

We make Sparking Plugs out and out, steel nut, and insulator, firing points to Terminal,—a claim which can be advanced to-day by no other British firm.

No change in prices, No change in quality, No shortage.

“SPHINX”

The plugs used by

THE ADMIRALTY. H.M. WAR OFFICE, H.M. POST OFFICE, AND THE ROYAL AIRCRAFT FACTORY

The Sphinx Manufacturing Co., Bradford Street, Birmingham.



PLUGS MAY COME

and plugs may go, but SPLITDORF PLUGS go sparking on for ever.

There is nothing experimental about SPLITDORF PLUGS. There is nothing even "just as good." They are—have been, and will continue to be the standard plug for the hardest motor cycle use.

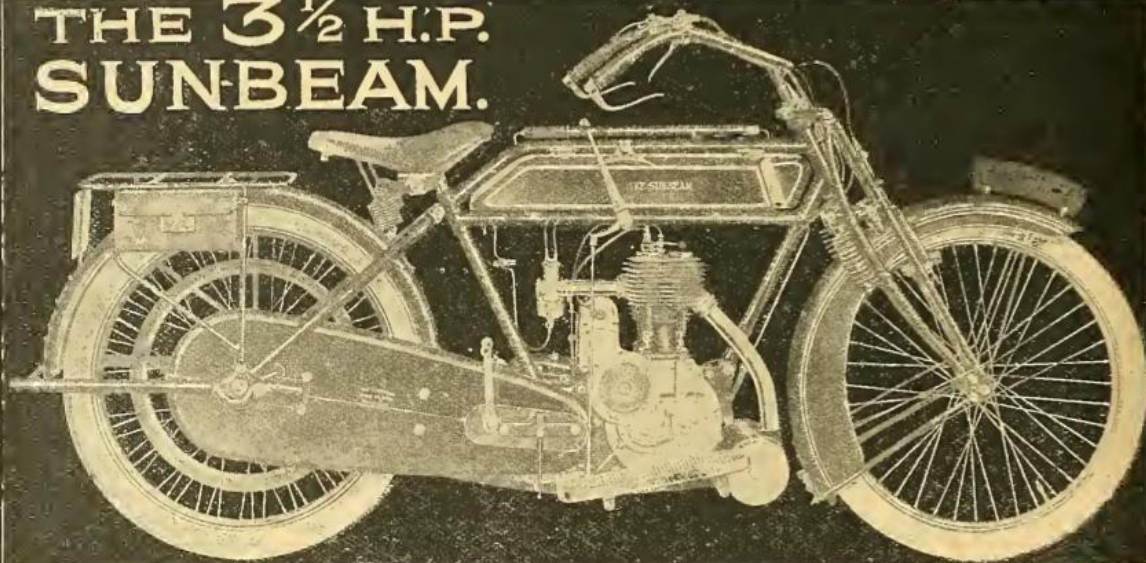
Full information and catalogue upon request.

SPLITDORF ELECTRICAL COMPANY,

6 City Road, Finsbury Square, LONDON, E.C.

Factory: NEWARK, NEW JERSEY, U.S.A.

THE 3½ H.P. SUNBEAM.



The above has the Sunbeam Patent Oil Bath Enclosed Chain Drive (beware of useless imitations) and many patented improvements. The splendid workmanship and finish also place it in a class of its own. It has proved itself to be the most reliable and easily-controlled Motor Cycle of the day. Preliminary leaflet giving detailed specification will shortly be ready, and sent on application to:

J. MARSTON, LTD., 11, Sunbeamland—Wolverhampton.

London Showrooms—57, Holborn Viaduct, E.C., and 157-158, Sloane Street (by Sloane Square), S.W.

VELOCETTE

SINGLE
GEAR

25

GUINEAS
BELT DRIVE
WEIGHT 112 lbs



Two-speed Ladies' "Velocette." Price 32 Guineas.

TWO SPEED
GEAR

30

GUINEAS
CHAIN DRIVE
WEIGHT 122 lbs

THE WORD "TWO-STROKE"
on a POSTCARD will bring you Particulars
VELOCE LTD FLEET ST BIRMINGHAM

WITHOUT
AN
XL-ALL



"ALL OF A DITHER"

YOU WON'T
PULL A WRY FACE
OR EVER BE SADDLE SORE, IF YOU RIDE AN

XL-ALL

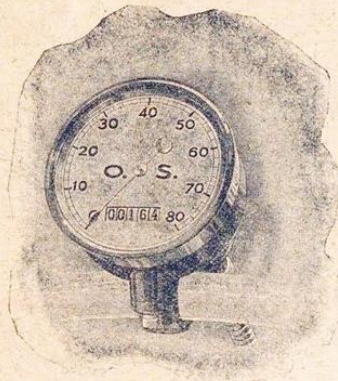
as it springs more than any other saddle, is perfectly anatomical, cannot roll sideways or hit you back by bouncing, neither can it bend your spine by dropping at the back only like others do Works, Hall Green, Nr. Birmingham.

WITH
AN
XL-ALL



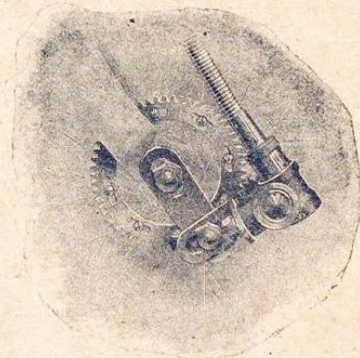
STEADY AS A ROCK

LE NOUVEAU COMPTEUR **O.S.** TYPE "MOTO"



FABRICATION
FRANÇAISE
GARANTIE
EFFECTIVE....

PRIX **95**^{FRS}
complet avec transmission



EN VENTE
chez tous les Agents d'Automobiles,
Carrossiers, Garages, etc...

SEIGNOL 24, Rue Laugier, 24 PARIS



MANUFACTURE FRANÇAISE
D'ARMES ET CYCLES
DE SAINT-ÉTIENNE

MOTOCYCLETTE
LÉGÈRE

HIRONDELLE

FORCE 3 HP

ALLUMAGE PAR MAGNÉTO BOSCH A HAUTE TENSION



„ DESCRIPTION „
FONCTIONNEMENT
„ ENTRETIEN „

MOTOSACOCHE

Ses
qualités



ÉLÉGANCE

SOLIDITÉ

PUISSANCE

LÉGÈRETÉ

SIMPLICITÉ

VITESSE

ÉCONOMIE

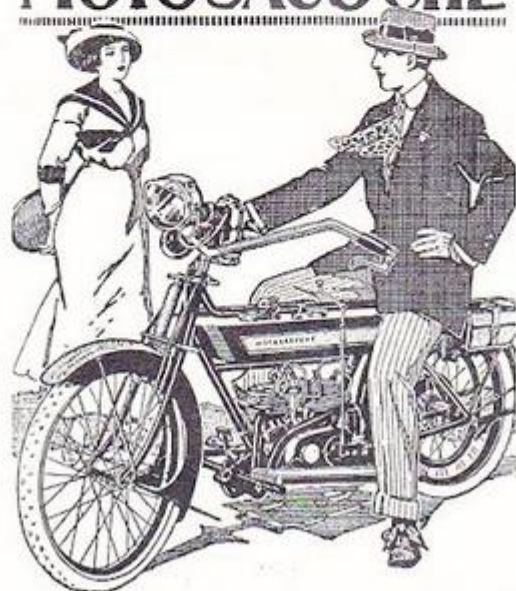
PAUL MÜNCH

Représentant

2, Avenue Alphonse

PARIS

MOTOSACOCHE



Ses
modèles



1 HP 1/2

2 HP 1/4

3 HP

4 HP

6 HP

Derniers
Perfectionnements

Éclairage électrique

Siège social :

GENÈVE

(SUISSE)



NSU

Motorräder

1913: Ueber 375 der ersten Preise
32 000 in aller Welt!

**Neckarsulmer
Fahrzeugwerke A.-G.**

Motorwagen Neckarsulm Fahrräder
Verlangen Sie den Neuheiten-Prospekt.

LE

Stewart

INDICATEUR DE VITESSE ET PARCOURS

NOUVEAU MODÈLE

POUR MOTOCYCLETTES

est le résultat de longues années d'expérience.

Il répond, sous tous rapports, aux réels besoins qu'éprouvent les motocyclistes de munir leur machine d'un **Indicateur de Vitesse et Parcours**.

La remarquable simplicité du "STEWART", jointe à l'immense production, sont quelques-unes des raisons pour lesquelles cet appareil a pu être mis sur le marché au prix minime de 75 fr., qui engage tous les motocyclistes à l'adopter.

La construction robuste du "STEWART" et sa précision rigoureuse garantissent à son possesseur une continuelle satisfaction.

Le **Stewart** pour motocyclettes, N° 605

complet, prêt à poser. Fr. **75**

Chez tous les Agents de Cycles et d'Automobiles.

Demander à :

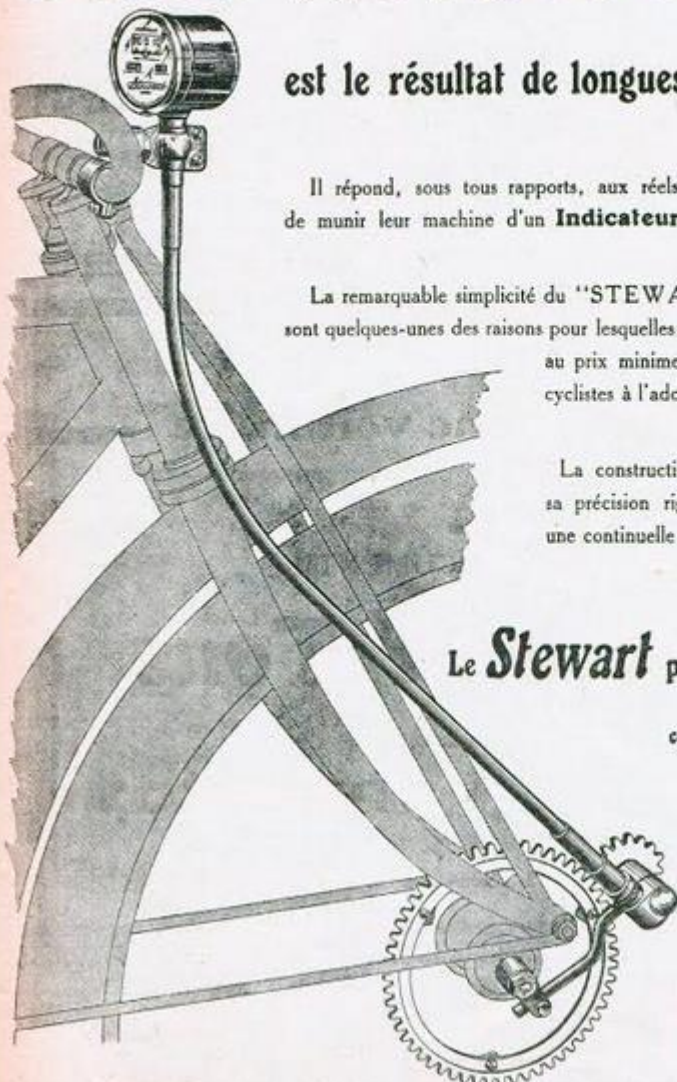
MARKT & C^e (Paris) Ltd.

107, avenue Parmentier, 107

PARIS (XI^e). Tél. : ROQUETTE 26-01

la Brochure N° 455

illustrant le "STEWART" pour Motocyclettes.



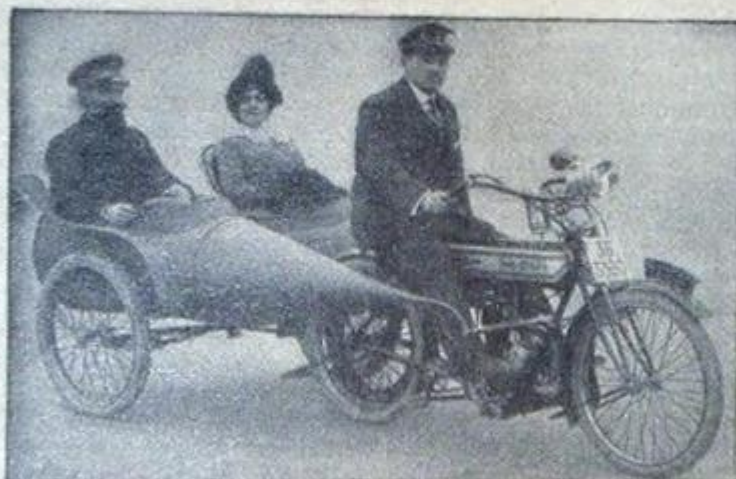
IL VERO GRANDE SUCCESSO

dell'Esposizione Motociclistica al Kursaal Diana di Milano

"MOTO-SULKY"

(BREVETTATO IN TUTTI I PAESI)

ENORME SUCCESSO!!!



ENORME SUCCESSO!!!

Elegante e pratica soluzione del rimorchio per motocicletta

Economia di spesa. Risparmio di Pneumatici. Facilità di manovra.
Marcia deliziosa senza scosse, né trepidazioni. Gradevole Compagnia

FACILITÀ di ATTACCO a QUALUNQUE TIPO di MOTOCICLETTA

Oscillazioni in qualunque senso indipendentemente dalla moto.
Nessuna difficoltà di manovra anche se il carico è da una sola parte.

Chiedere listino e prezzi alla Ditta:

A. BARATELLI & C.

- MILANO - Via Principe Amedeo, 3 - Telefono 82-87. -

Si cercano rappresentanti nelle zone libere.

LA MOTORETTE TERROT

LA REINE DES MOTOCYCLETTES

2 3/4 HP Moteur Terrot-Zedel

Suspension élastique

avant

et

arrière

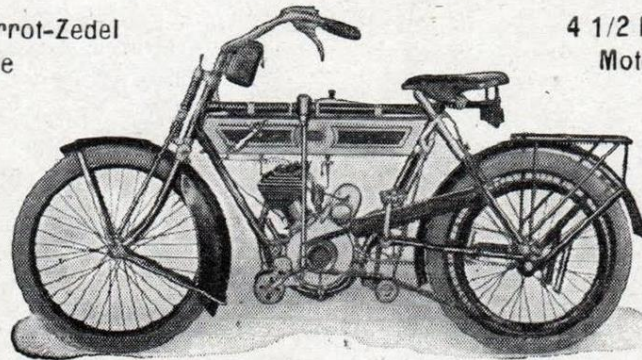
Changement

de vitesse

progressif

et débrayage

etc.



4 1/2 HP Deux Cylindres

Moteur Terrot-Zedel

—
Avec

ou sans

Side-Car

—

CATALOGUE

franco

sur demande

à

TERROT & C^{IE}, DIJON (Côte-d'Or) ○

On t'other side of the Atlantic it must have seemed a long way away.

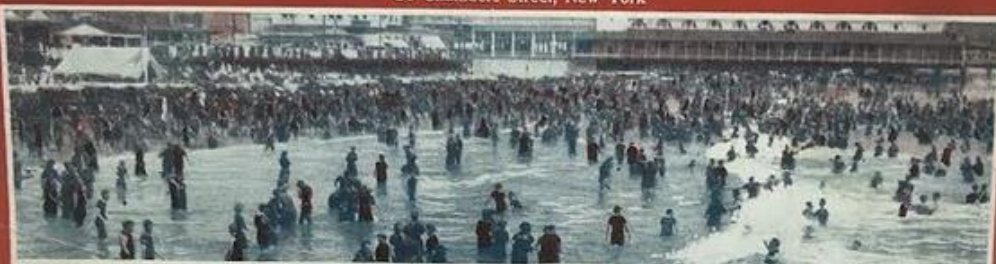
August 6, 1914

CYCLE TRADES NUMBER

10 Cents a Copy

MOTOR CYCLE ILLUSTRATED

Published Every Other Thursday by the Motorcycle Publishing Co.
51 Chambers Street, New York



How The Indian Convinced 'Em At Worcester

Only one side-car team finished in the 24 Hour Endurance run at Worcester, July 3 and 4. This was the Indian team.

Conditions could not have been more trying. Immediately after the start it began to rain. All during the night and into the early morning these two Indian braves drove 954 pounds (total weight of machine equipment and riders) through water, mud and sand and over rough, hilly roads.

They finished without any mechanical trouble—the only side-car that wasn't downed by the disheartening course.

525 miles were covered. Average time day riding: 23 miles per hour. Average time night riding: 16 miles per hour.

ANOTHER CLEAN-CUT INDIAN VICTORY—
CONVINCING—CONCLUSIVE. THE TEST
WAS GREAT—BUT THE INDIAN MACHINE
WAS GREATER.

HENDEE MANUFACTURING CO., Springfield, Mass.

(Largest Motorcycle Manufacturers in the World)

Branches and Service Stations:
Chicago Dallas Kansas City Minneapolis Denver San Francisco
 Atlanta Toronto Melbourne London



W. J. SORRE
Chairman of General
Committee
Cycle Trade Convention

12 YEARS AGO

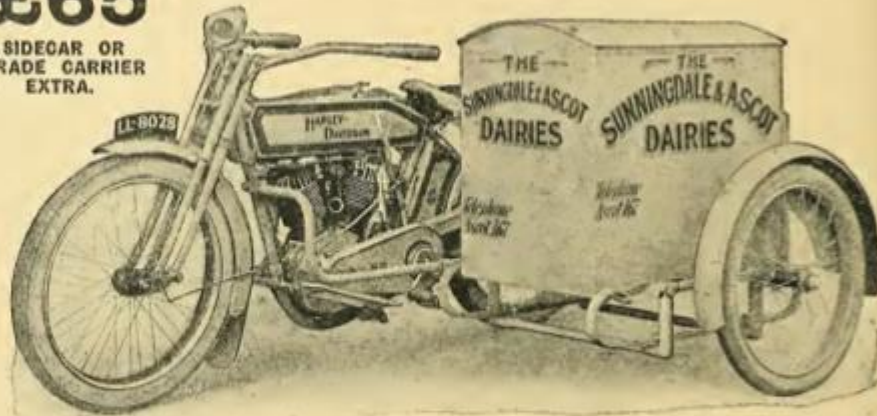
THE FIRST

HARLEY-DAVIDSON

MOTOR CYCLE WAS BUILT

£65

SIDECAR OR
TRADE CARRIER
EXTRA.

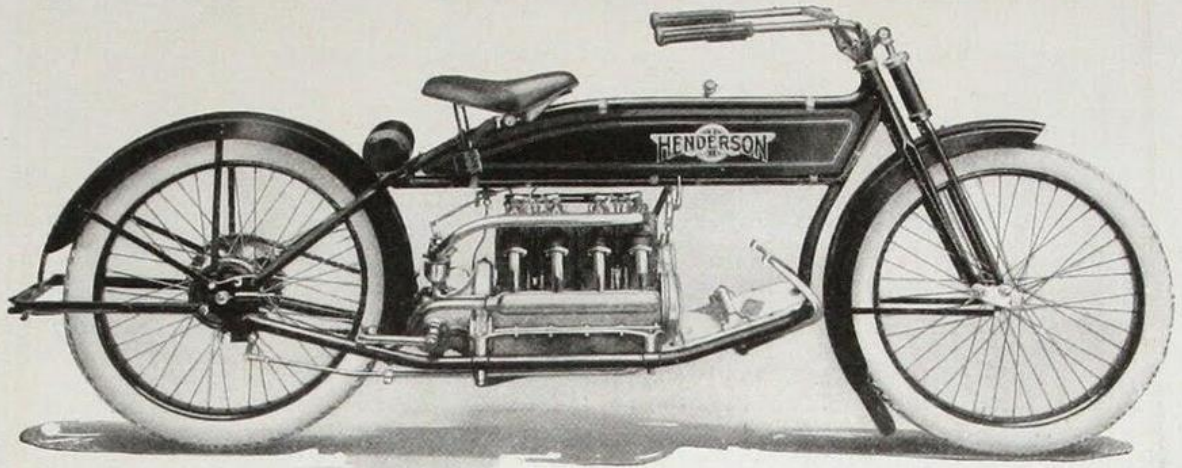


AND IT IS STILL RUNNING WITH
100,000 MILES TO ITS CREDIT

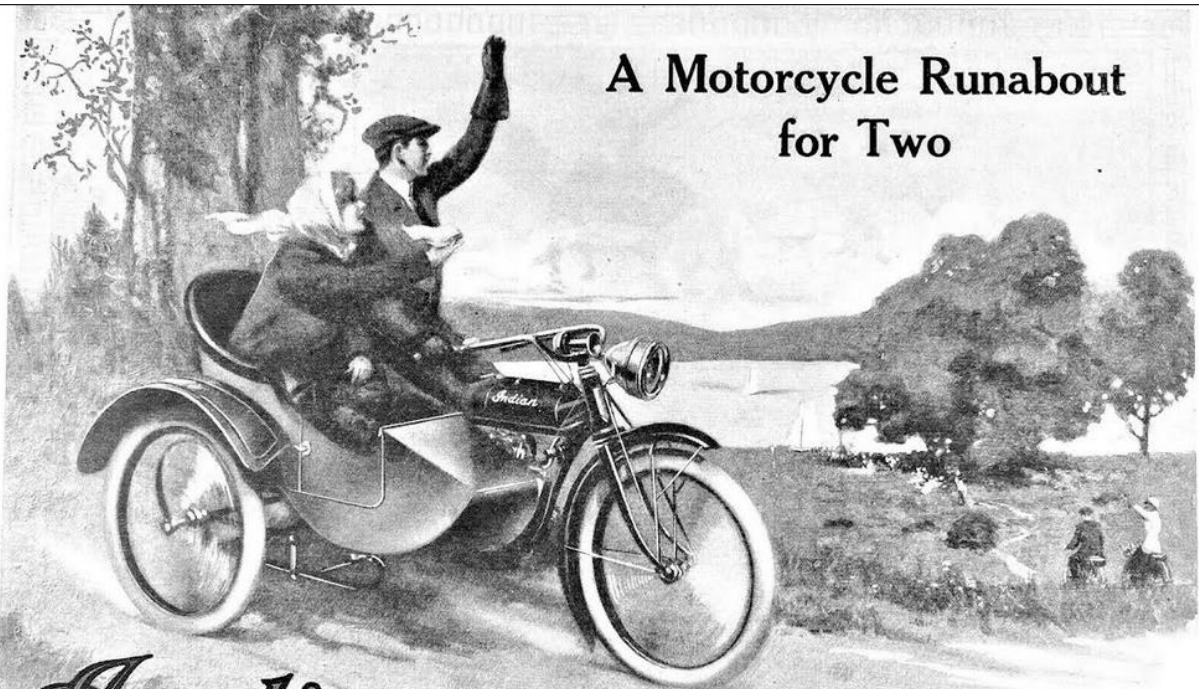
Harley-Davidson Motor Co.
Milwaukee, Wisconsin, U. S. A.

1914 HENDERSON

Ready for you now



8 H. P., 4 cylinders, \$325. Two-speed model with Thor two-speed Hub, \$365.
Tandem attachment complete, \$20.



A Motorcycle Runabout
for Two

Indian Motorcycle



MOTORDROME

Races under the Sanction of the F. A. M. and N. C. A.

OFFICIALS

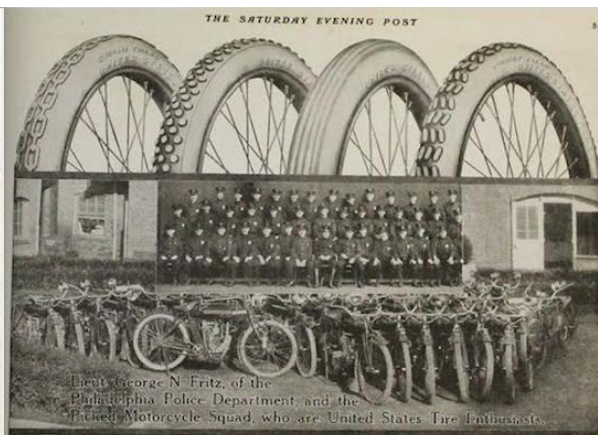
REFEREE OF BICYCLING—Dick Stroud	TIMERS—Frank Shaw, Chief; J. Haisch, Major T. Meehan
ASSISTANT REFEREE—Sam, C. Eton	SCORERS—Ernest Ennis, Joseph Cox, Frank Grazer
REFEREE OF MOTORCYCLING—Charles G. Mueller	STARTER—Danny Trotter
JUDGES—George W. Robb, Chief; Billy Ennis, J. Frank Van Leer, Matthew Cox, Ralph C. Clarke	CLERK OF BICYCLING—L. S. Woolston
DR. J. G. MURFIN, Track Physician	OFFICIAL HANDICAPERS—R. F. Kelsey, Dick Stroud
Official Announcer—BOBBY CALHOUN	CLERK MOTORCYCLING—Edw. P. Osler
	Director—JOHN A. RODEN

RED MEN'S DAY

Saturday, July 25th

FIELD EVENTS—Amateur Bicycle and Motorcycle Races in the afternoon.

MOTORCYCLE & Motorpaced Bicycle Races at night.



United States Tires help police departments to rely on the motorcycle as an aid in preserving law and order

The safety, low cost, reliability and speed of the motorcycle have made it invaluable to the police.

The Motorcycle Policeman gives his tires the hardest of service. His duty takes him over roads that other riders avoid. Frequently he trusts his very life to his tires. United States Tires withstand hard police service everywhere.

That is why a vast majority of police motorcycles are equipped with United States Tires.

You who ride motorcycles for business or pleasure should

profit by the policeman's experience. You, no less than he, need the safest, lowest cost per mile tires.

Today United States Motorcycle Tires stand alone—in class absolutely by themselves and are acknowledged to be the standard motorcycle tires of the world.

Their overwhelming popularity is a known fact. In one year—1913—the sales of UNITED STATES MOTORCYCLE TIRES increased 139 per cent.—an increase that is without a parallel in motorcycle history.

NOTE THIS—Dealers who sell UNITED STATES MOTORCYCLE TIRES sell the best of everything.

United States Motorcycle Tires

Made by the
Largest Rubber Company in the World

ÅHLÉN & HOLM, INSJÖN ■ PROVISIONSLISTA



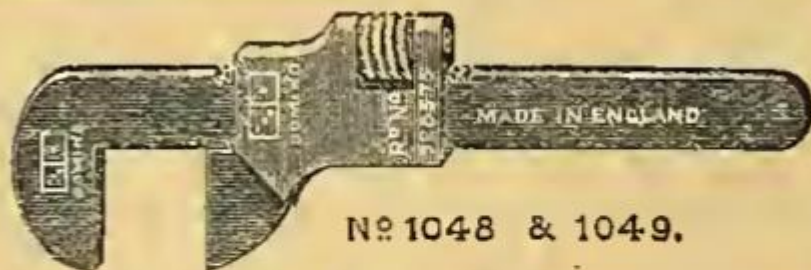
Motorcykel № 5 P 179, Wanderer, 4 hkr. 2-cylindrig, maximi 6 hkr. Beskrivning: Motor: 4 hkr. 2-cyl. Cy-linderborrning 64 mm., vilken giver 4 hkr. Luftkyld. Mekaniskt värkande in- och utblåsningsventiler, (s. k. tvångsstyrda). Framgaffel: fjädrande, dubbel. Bakgaffel: fjädrande. Remspänning: excentrisk. Bromsar: den ena anbrakt på bakhjulsnavet och betjänas från styret, medan den andra genom tillbakatrampning å pedalerna värkar på remfålgan. Gummiringar: Wulst-system, prima med gumminabbar, 26x2½. Karburator: system Wanderer, är försedd med pålitligt värkande kulventil, såväl som reglering för lufttillförsel, som regleras från styret. Tändning: magnetelektrisk, system Bosch, pansartyp. Benzinbehållare: av mässing i ramen, rymmer 7 liter benzin och 1½ liter motorolja. Smörjningen sker med hjälp av en i själva oljebhållaren inbyggd oljepump. Kan även erhållas med automatiskt värkande oljepump, mot prisförhöjning. Reglering: av hastighet med hävarmarna vid styret. Ställ: av Wanderers eget system, som svingar sig efter användandet automatiskt i riktning med illustrationen.

Värd Kr. 1,075.—

Motorcykel № 5 P 179 erhålles om till oss insändas provisionskuponger för ett sammanlagt orderbelopp av Kr. 10,000.—

ENGLISH SPANNERS.

FOOTPRINT  BRAND & DOMINO  BRAND



Nº 1048 & 1049.

MADE TO STAND AND WEAR.



Nº 340. Nº 508

Sole Maker:

THOS. R. ELLIN,

Send for a List.

**"Footprint" Works,
SHEFFIELD.**

motorcyclimeline.com